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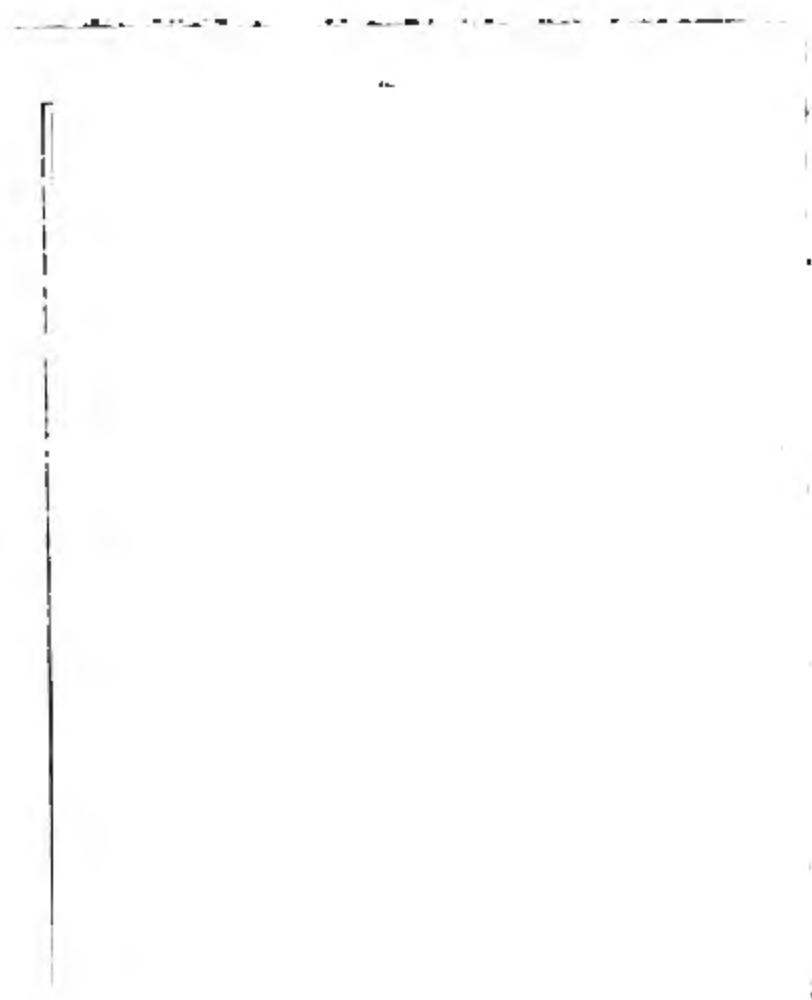
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JOINT DOCUMENTS

OF THE

36436

STATE OF MICHIGAN.

FOR THE YEAR 1887.

IN FOUR VOLUMES.

VOL. III.

BY AUTHORITY.

LANSING, MICH.:
DARIUS D. THORP, STATE PRINTER AND BINDER.

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2. **Annual Report of the Attorney General of the State of Michigan, for the year 1887.**
3. **Fifteenth Abstract of the Reports of Sheriffs relating to the Jails in the State of Michigan, for the Nine Months ending June 30, 1887.**

SIXTEENTH ANNUAL REPORT

OF THE

COMMISSIONER OF RAILROADS

OF THE

STATE OF MICHIGAN

FOR THE YEAR 1888,

BY AUTHORITY.

LANSING:
THORP & GODFREY, STATE PRINTERS AND BINDERS.
1888.

OFFICERS OF THE DEPARTMENT.

JOHN T. RICH, LAPPEER Co., *Commissioner.*

WYLLYS C. RANSOM, KALAMAZOO Co., *Deputy Commissioner.*

CLINTON B. CONGER, ST. CLAIR Co., *Mechanical Engineer.*

OFFICIAL ADDRESS:

LANSING, - - MICHIGAN.

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OF RAILROAD CORPORATIONS OWNING AND OPERATING ROADS WITHIN THE STATE OF MICHIGAN.

MADE TO THE COMMISSIONER OF RAILROADS FOR THE YEAR ENDING
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REPORT.

STATE OF MICHIGAN,
OFFICE OF THE COMMISSIONER OF RAILROADS, }
Lansing, October 1, 1888.

TO THE HONORABLE CYRUS G. LUCE,
Governor of the State of Michigan:

SIR,—I have the honor to present you herewith my annual report for the year 1888, and accompanying statements, showing the condition of the railroad properties in this State at the close of the year ending December 31, 1887. It will also suggest for your consideration topics of current interest to the date of the report, and matters affecting the interests of the people, and the management of the railroads, which you may deem it necessary to place before the legislature at its approaching session for such action as the general welfare shall seem to demand. It is the sixteenth annual report emanating from the department.

All the railroad corporations doing business in the State have complied with the requirements of law, and sent to this office full reports of their condition and operations for the last year. These reports are reproduced in full in this connection. An examination of them affords a thorough understanding of the work of old companies, and the progress made in the extension of our railroad systems by new. On the whole, while it cannot be said that our railroads are yielding large returns upon the capital invested in their construction; still for the most part, their affairs seem to be in promising shape, with volume of business affording assurance that but few of them will fail at least to be of large service to the localities they traverse, and ultimately a source of profit to their owners. Of the counties of the State only five in the lower peninsula, Benzie, Leelanaw, Montmorency, Oscoda, and Presque Isle remain without railroad facilities. In the upper peninsula, such has been the rapid progress in railroad building during the last two years, that not a single county of that sparsely settled region is now lacking the advantage of rail connection with the commercial centers of the country, and a market for their vast output of ores and forest products. The importance of these great

thoroughfares in the development of the material resources in that portion of our State can hardly be calculated, and clearly demonstrates the wisdom of our liberal legislation that encourages the investment of the vast sums of money necessary to their construction. Sound policy seems to suggest the continuance of such legislation, and that no obstacles be placed through inconsiderate measures in the way of the continued development of our system of internal transportation. It seems apparent from results of operations in this State that a conservative policy rather than one too exacting, as illustrated in the enactments of some of our sister States, is the one best serving the real interests of the public, and most certain to secure fair rates of transportation. While the law-making power should see that our railroad corporations are not in a position to impose unfair, excessive or discriminating charges upon the business of the State, still if lines of railroad shall be multiplied, opening up competing ways to important trade centers, and affording to large manufacturing communities choice of routes, in the shipment of their products to market, in the securing of their trade, the intelligent management of our railroad properties, which sharp competition also makes liberal, will leave but little to be desired in the way of legislation for the regulation of tariff rates. It is believed that careful examination of the several company reports herewith submitted, will establish the fact that the tendency to fair and uniform rates is in the right direction in Michigan, and that with the exception of a better and more clearly defined provision for the regulation of switching and other charges at terminal and junction points of trunk roads, it is questionable whether the rest may not be safely left to the outcome which competition, and well recognized methods for conducting railroad transportation bring in their train.

CORPORATIONS.

Numerically the companies doing business in the State remain about as at the date of the last report. But in the case of a number, as will be presently noted, important changes in organization and capitalization have been effected during the year, that present themselves in a very noticeable manner in the tabular statements appended to our report, and to a large degree affecting the value of the figures for the purpose of comparison with those of previous years. But such occurrence, confusing and undesirable as it is, will be of frequent happening until such time as our railroad properties shall have become vested in permanent ownerships, with accounts and reports established upon a lasting basis. The number of corporations reported, including the Detroit Union Railroad Depot and Station Company, was sixty-eight. Fifty-five with roads engaged in general traffic, and thirteen employed for the

movement of ores or forest products almost exclusively. Of the former class, twenty-four were proprietary or leased lines whose traffic operations are included in the reports of the corporations in control of them. The Chicago & Canada Southern Railway is, and for many years past has been, operated by the Lake Shore & Michigan Southern Railway Company, which latter, it is understood, will soon absorb the former, as the mortgage upon its property is in process of foreclosure, and the road will soon be sold and disappear as a separate interest from the reports to this office. Four roads, the Chicago, Detroit & Canada Grand Trunk Junction, the Chicago & Grand Trunk, the Detroit, Grand Haven & Milwaukee, and Michigan Air Line, in reality are but a part of the vast system of railroads owned by the Grand Trunk Railway of Canada, and, although nominally separate concerns in their corporate capacity, are each under the same operating control. The Marquette, Houghton & Ontonagon road was leased in perpetuity to the Detroit, Mackinac & Marquette previous to the sale of the latter property under foreclosure, and with it passed to the ownership of the Duluth, South Shore & Atlantic Railway Company. The Saginaw Valley & St. Louis Railway is a part of the Detroit, Lansing & Northern system. The Bay View, Little Traverse & Mackinac, since our last report, has been sold to the Grand Rapids & Indiana, and with the Muskegon, Grand Rapids & Indiana and the Traverse City, lateral branches, to its main line, compose the Michigan portion of the Grand Rapids & Indiana system, leaving the number of actual managements in the State unchanged from the date of our last report, and twenty-four in number. In addition to the above, the following new corporations were actually engaged in construction during the year, but having had no road in traffic operation during the period under report, have made no returns to the Commissioner. The Minneapolis, Sault Ste. Marie & Atlantic, the Toledo, Saginaw & Muskegon, the Toledo, Saginaw & Mackinac, the Chicago, Kalamazoo & Saginaw, and the Grand Rapids, Lansing & Detroit, comprise the list.

THE DULUTH SOUTH SHORE & ATLANTIC.

The organization of the Duluth, South Shore & Atlantic Railway Company by the consolidation of the old Detroit, Mackinaw & Marquette Company with certain corporations of Wisconsin and Minnesota, was alluded to in our last report. The new corporation makes its first return at the close of 1887. The previous report for the property gave a mileage in the State of 150.90; the capital stock was reported at \$3,040,000.00; no funded debt; cost \$3,011,205.15. The returns for 1887 increase the track mileage to 197.70, fix the capital stock paid in at \$22,000,000, common \$12,000,000, preferred \$10,000,000, and the funded debt at \$4,000,000.00, with a total of expendi-

ture for construction and equipment of \$26,054,887.90, which sum very nearly approximates the total of stock and debt. It must not be forgotten, however, that the cost reported covers the extension of the line west of Nestoria, which would nearly double its length of track, and was well advanced towards completion at the close of the year.

THE CINCINNATI, JACKSON & MACKINAW.

This corporation, as suggested in our last report, acquired the property of the old Michigan & Ohio Railroad Company, which had been in the hands of a receiver for several years past, and almost from the date of its opening for traffic. The previous report was by the receiver, covering 133 miles of track. No stock or indebtedness were quoted. The cost of the property was stated at \$8,580,550.20. The new company took possession and commenced the operation of its Michigan acquisition in March, 1887. Its first report covers the stock, debt and cost of the entire property of the corporation, in Ohio as well as Michigan, but the traffic accounts are given for the Michigan mileage alone. The capital stock of the present corporation paid in, is \$15,882,965; the funded debt is given at \$4,200,500.00; stock and debt at \$20,226,680.79; cost \$20,380,100.91; the Michigan proportion of which is stated at \$9,885,869.76. Per mile of road (321.6 miles), the cost figures at \$63,370.96, a sum so largely in excess of the real value of the property as to suggest unfavorable comment upon the policy of loading down a new enterprise with liabilities that cannot fail to seriously impair the financial standing of the corporation.

THE DETROIT, BUTLER & ST. LOUIS.

The affairs of this concern continue to be in an unsettled condition, and its accounts a disturbing factor in the reports from this office. For some years after its completion the property of the corporation was controlled by the Wabash, St. Louis & Pacific, and upon the failure of the latter company passed with its other belongings into the hands of receivers, by whom it was managed until last year, when, by decree of the United States court, a portion of the property, mostly lying west of the Mississippi river, was sold, the Detroit division being included. A new corporation, the "Wabash Western," acquired control of the trans Mississippi line, and, pending a further disposition of the property east of the river, the purchasing committee placed the Detroit division in the hands of the Wabash Western for operation. The report for 1887, therefore, is made in behalf of the purchasing committee. It covers only traffic operations of the Detroit division and eliminates from our statements the large values that for years past have been given in the

returns of the vast Wabash system to this office. The figures for the last year were: Track mileage owned, 1,967.60 miles, operated, 2,191.40 miles; capital stock paid in, \$52,626,800.00; funded debt, \$80,762,009.37; cost, \$119,346,161.10; stock and debt, \$135,492,096.54; traffic earnings, \$12,806,460.77; expenses, \$9,831,824.68. The returns for 1887 reduce the above to track mileage, 335.30; cost, \$2,528,600.00; traffic earnings, \$1,250,848.67; expenses, \$1,038,202.33, the resulting decrease of itself being alone sufficient to largely affect the footings of the comparative statements that form a prominent feature of our report. I have deemed it necessary to enter thus fully into the details of changes appearing in the summary of this report, in order to an intelligent understanding of the great fluctuation from the exhibit of the previous year.

During the year the Pontiac, Oxford & Port Austin road has passed into the control of the trustees of the first mortgage bondholders. The property is advertised for sale and doubtless will soon be reorganized by a new company, or what is more likely, be acquired by some existing corporation and made a feeder tributary to its present line.

I give in the appendix the usual tabular statement from the office of the Secretary of State, to which reference may be had for information regarding the incorporation of new companies and changes in the status of the old since the issue of our last annual report. There appear to have been 11 new companies organized with capital stock of \$8,800,000.00, and 751 miles of track. A number of the roads included in the list will prove valuable additions to our railroad systems. They have filed maps of their proposed lines and some of them are in course of construction. The consolidation of the Minneapolis, Sault Ste. Marie & Atlantic Railway Company with corporations of Minnesota and Dakota will especially attract attention, as giving to Michigan a continuous through connection to the Pacific coast by way of the Northern Pacific, which is intersected by the road of the newly consolidated company at Bismarck, in the Territory of Dakota. The Paw Paw Railroad, prominent for exceptional legislation in its behalf, is now a portion of the Toledo & South Haven proper, and will in future be subject to the provisions of our general railroad laws regulating rates of traffic the same as other roads.

TRACK MILEAGE.

The miles of road owned by corporations reporting to this office for 1887 were 11,932.91, an increase upon the figures of the preceding year of 768.57 miles—6.88 per cent. This results largely from the fact of the Chicago & Northwestern Company including for the first time the track of its proprietary lines as property owned, increasing the figures from 2,463.70

miles last year to 4,208.79 this. Of road operated the report shows but 12,404.82 for 1887 as against 13,596.87 for 1886, a decrease of 1,192.05 miles, or 8.74 per cent during the former year. For Michigan the track mileage is 5,768.41 miles, being 190.78 miles or 3.42 per cent more than at the close of the previous year. This is 48.34 per cent. of the entire track mileage of companies reporting to this office.

The following statement shows in detail the increase and decrease of track as reported for 1887. The latter results, as will be seen, in large part from the abandonment of track by forest roads which become useless as the supply of logs is exhausted, and the field of operations left an almost desolate waste.

Statement showing Increase and Decrease of Track Mileage in the State of Michigan during the Year ending December 31, 1887.

Companies.	Increase. Miles.	Decrease. Miles.
<i>General Traffic Roads.</i>		
Detroit, Bay City & Alpena.....	33.60	.....
Duluth, South Shore & Atlantic.....	46.50	.....
Flint & Pere Marquette.....	2.44	.....
Grand Rapids & Indiana.....	95	.....
Lake Shore & Michigan Southern.....	.....	5.73
Manistique.....	7.50	.....
Marquette, Houghton & Ontonagon.....	.....	4.45
Marquette & Western.....	2.18	.....
Mason & Oceana.....	.....	7.00
Saginaw Bay & Northwestern (Mich. Central).....	21.02	.....
Milwaukee, Lake Shore & Western.....	7.91	.....
Milwaukee & Northern.....	58.00	.....
Toledo, Ann Arbor & North Michigan.....	8.55	.....
Toledo & South Haven.....	17.00	.....
<i>Ore and Forest Roads.</i>		
Bear Lake & Eastern.....	1.00	.....
Colfax and Big Rapids.....	6.00	.....
Lake County.....	8.00	.....
Manistee & Luther.....	12.50	.....
Mecosta.....	.....	5.00
West Branch & Moorestown (Taken up).....	.....	10.50
Total.....	223.45	32.67

But the foregoing statement does not show the actual increase of railroad track within the State during 1887, but only new track reported as operated. In addition, the following named companies reported newly constructed track as nearly or quite ready for operation at the close of the year:

Companies.	Miles.
Chicago & Northwestern (Iron River Ry.).....	83.16
Chicago, Kalamazoo & Saginaw.....	81.00
Gogebic & Montreal River (Wisconsin Central).....	6.94
Hastings & Lowell.....	12.00
Minneapolis, Sault Ste. Marie & Atlantic.....	192.24
Toledo, Ann Arbor & Cadillac.....	66.80
Toledo, Saginaw & Muskegon.....	96.00
Total.....	489.64

Added to the increase as above given, we have a total of 630.42 miles, which is 11.30 per cent upon the total track in the State at the beginning of the year, and a total at its close of 6,398.83 miles.

The miles of double or second track reported are 121.10, being an increase of 32.10 miles from last year. Of sidings in Michigan, 1,430.68 miles are reported, which is an increase of 138.38 miles, and 10.78 per cent from last year. Computed as a single track the total mileage is 7,320.26,—361.33 miles, or 5.18 per cent, in excess of figures of the previous year. The following table, continued from reports of previous years, exhibits the progress of construction in Michigan during a period of fifty years, commencing with the inception of our railroad system, two years subsequent to the admission of the State into the Union:

ANNUAL REPORT OF THE

Table showing Progress of Railroad Construction in Michigan from 1838 to 1887 inclusive.

Years.	Miles.	Years.	Miles.
1838.....	68	1863.....	812
1839.....	71	1864.....	891
1840.....	104	1865.....	931
1841.....	147	1866.....	948
1842.....	147	1867.....	1,06
1843.....	180	1868.....	1,12
1844.....	220	1869.....	1,362
1845.....	223	1870.....	1,739
1846.....	279	1871.....	2,296
1847.....	279	1872.....	2,822
1848.....	326	1873.....	3,252
1849.....	358	1874.....	3,313
1850.....	380	1875.....	3,847
1851.....	421	1876.....	3,410
1852.....	425	1877.....	3,455
1853.....	425	1878.....	3,564
1854.....	425	1879.....	3,657
1855.....	462	1880.....	3,823
1856.....	530	1881.....	4,252
1857.....	579	1882.....	4,609
1858.....	703	1883.....	4,966
1859.....	770	1884.....	5,120
1860.....	770	1885.....	5,247
1861.....	777	1886.....	5,577
1862.....	811	1887.....	5,768

As appears from the foregoing statement, the average of track laid each year has been 115.36 miles. Considering the vast areas of forest that characterize our State, and the consequent slowness in the increase of its population, and the physical difficulties attending the construction of railroads through wide regions of dense unbroken wilderness, the showing made in the development of our system of internal transportation is creditable to the State and explains in a large measure the source of its material prosperity.

CONSTRUCTION DURING 1888.

While the current year will show some additions to the railroad lines of the State, the same activity does not prevail as during the year preceding. Construction will be largely limited to completion of road commenced during

1888, with one or two new extensions in the northwestern counties, as shown in subjoined statement.

Statement showing Estimated Length of New Railroad Track Completed in the State of Michigan during the year ending December 31, 1888.

Companies.	Terminis of Roads.	Miles.
Detroit, Lansing & Northern.....	Grand Ledge and Grand Rapids.....	58.00
Duluth, South Shore & Atlantic.....	Nestoria and State Line	63.50
	L'Anse Branch.....	20.00
Cincinnati, Jackson & Mackinaw.....	Addison and State Line.....	22.50
Toledo, Saginaw & Mackinac.....	East Saginaw and Durand.....	45.00
Manistee & Northeastern.....	Manistee and Traverse City.....	35.00
Total.....		239.00

Short extensions in progress by old companies will probably increase the above to a total of 275 miles. The Chicago & West Michigan Company has its engineers in the field locating the proposed extension of its line northward from Baldwin to Manistee and Traverse City. The Toledo, Ann Arbor & North Michigan is also preparing to complete its road by extension from Cadillac to Frankfort on Lake Michigan, with a branch to Manistee.

The Chicago, Kalamazoo & Saginaw is locating its line and securing right of way between Hastings, in Barry county, and Portland, in Ionia county, and contracts have been let for the construction of the Battle Creek & Bay City, with a connection southwardly from the former city to Sturgis, there connecting with the Canada & St Louis, now in course of construction between the latter point through Indiana to Danville in the State of Illinois. A number of other shorter lines have been located in the field, which, with the more important ones above mentioned, give promise of early completion.

PRIVATE LOGGING ROADS.

I again call attention to this class of roads which continue to multiply in the forest regions of the State, and to renew the recommendations of my last report with reference to the same. The necessity and usefulness of these roads are obvious, and it is frequently necessary that they cross the tracks of the incorporated roads. Permission for such crossing is of questionable legality, and in the absence of statute regulations that can be enforced by this department, constitutes a constant menace to the safety of trains upon the general traffic roads. I respectfully recommend that this subject be presented to the next Legislature for its consideration.

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CAPITAL STOCK.

You are respectfully referred to Table No. 3 for a statement in detail of the capital stock taken to account by our railroad corporations. The amount paid in continues to show a decrease. It now figures at \$262,126,928.87, which is \$14,716,625.13, or 5.31 per cent., less than for the previous year.

Per mile of road, the capitalization is \$21,966.71, a decrease of \$2,830.41 from 1886, being 11.01 per cent. Of this stock the holders in Michigan were 1,076 of a total of 13,237, and their holdings \$8,960,818.68, which was only 3.42 per cent of the whole.

INDEBTEDNESS.

The total indebtedness of Michigan railroad corporations December 31, 1887, is reported at \$286,456,802.03; per mile of road \$24,006.00. Classified the indebtedness is as follows:

Funded debt—91.13 %	-----	\$261,021,980 63
Unfunded debt, 8.87 %	-----	25,434,821 40

Total	-----	\$286,456,802 03

As compared with the returns of previous year there is a decrease of indebtedness in the sum of \$66,938,915.65, which is 18.97 per cent. Per mile of road the decrease is \$7,648.06 or 24.16 per cent. The disappearance of this vast amount of liability from our annual balance sheet is a long step forward in the direction of more reasonable exhibits of our property values.

For convenience of reference, I append statement giving in detail changes in the indebtedness returns of the several corporations for the period under report.

COMMISSIONER OF RAILROADS.

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CHANGES IN INDEBTEDNESS, 1887.

Companies.	Increase.	Decrease.
<i>Commercial Roads.</i>		
Bay View, Little Traverse & Mackinac.....	\$3,501 45	
Chicago & Canada Southern.....	185,255 49	
Chicago & Grand Trunk.....		\$37,753 88
Chicago & Northwestern.....	7,388,460 66	
Chicago & West Michigan.....	137,656 74	
Cincinnati, Jackson & Mackinaw.....	3,991,579 94	
Cincinnati, Wabash & Michigan.....	36,615 07	
Detroit, Bay City & Alpena.....	157,969 28	
Detroit, Grand Haven & Milwaukee.....	124,648 62	
Detroit, Lansing & Northern.....	98,940 61	
Duluth, South Shore & Atlantic.....		1,671,323 63
Flint & Pere Marquette.....	580,678 95	
Manistee.....	21,180 23	
Grand Rapids & Indiana.....	394,866 20	
Lake Shore & Michigan Southern.....		877,673 76
Manistique.....	38,702 90	
Marquette, Houghton & Ontonagon.....	298,441 18	
Mason & Oceana.....	31,737 82	
Michigan Air Line Railway.....		72,389 00
Michigan Central.....		818,939 47
Canada Southern Bridge.....	78,407 93	
Jackson, Lansing & Saginaw.....		334,000 00
Michigan Air Line Railroad.....		108,000 00
Michigan, Midland & Canada.....	28,189 86	
Toledo, Canada Southern & Detroit.....		13,587 87
Milwaukee, Lake Shore & Western.....	1,374,205 41	
Milwaukee & Northern.....	4,841,917 31	
Mineral Range.....		18,918 09
Muskegon, Grand Rapids & Indiana.....	10,224 91	
Ontonagon & Brule River.....	34,259 95	
Portiac, Oxford & Port Austin.....	90,061 41	
Port Huron & Northwestern.....	65,060 44	
Saginaw, Tuscola & Huron.....	43,998 18	
Saginaw Valley & St. Louis.....	11,451 50	
Toledo, Ann Arbor & North Michigan.....	977,766 60	
Toledo & South Haven.....	162,302 47	
Traverse City.....		4,211 06
Wabash (mortgage foreclosed).....		82,865,296 54
Detroit Union R. R. Depot and Station Company.....		885,000 00

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CHANGES IN INDEBTEDNESS, 1887.—CONTINUED.

Companies.	Increase.	Decrease.
<i>Ore and Forest Roads.</i>		
Bear Lake & Eastern.....		\$10,689 06
Buckley & Douglas	\$5,498 18	
Colfax & Big Rapids	10,000 00	
Orawford & Manistee River.....	2,663 51	
Hancock & Calumet.....	37,037 83	
Hecla & Torch Lake.....		56,803 06
Hobart & Manistee River.....	3,417 23	
Manistee & Luther.....	80,462 85	
Mecosta.....		13,000 00
Paris & Pere Marquette.....	7,428 25	

STOCK AND DEBT.

The total stock and debt is reported at \$548,583,730.90 as against \$630,-240,271.68 for the previous year, a decrease of \$81,656.540.78, or 12.95 per cent. Per mile of road the decrease was \$7,648.06—18.56 per cent.

COST.

The property accounts of the several companies show a footing of \$499,-601,490.52, and \$41,031 per mile of road, a decrease from the preceding year of \$80,343,934.96, and \$10,915.23 per mile of road, 13.85 and 21.03 per cent. respectively. Michigan's proportion of cost figured upon the pro rata mileage basis is \$240,157,066.90. This latter sum is an increase of \$26,792,-837.93, or 11.11 per cent upon corresponding value for previous year. The Michigan proportion is 48.07 per cent of the entire system reporting to this commission. The stock and debt, though largely decreased from the report of previous years, is still uncomfortably in excess of cost of property per mile of road. The total excess is \$48,982,240.38, which is 9.82 per cent upon reported cost of properties—and 8.93 per cent upon the entire stock and debt. We subjoin our usual statement showing the fluctuations of the excess of stock and debt over cost for the several years since the organization of this department in 1873:

STATEMENT.

Year.	Excess of Stock and Debt over Cost.
1873.....	\$14,605,531 11
1874.....	13,241,471 81
1875.....	17,563,469 80
1876.....	19,556,513 93
1877.....	20,102,224 28
1878.....	18,435,558 69
1879.....	17,091,975 90
1880.....	16,563,711 82
1881.....	20,150,073 00
1882.....	28,322,983 60
1883.....	41,768,609 09
1884.....	47,397,518 61
1885.....	50,543,044 88
1886.....	50,294,846 20
1887.....	48,982,240 38

FINANCES.

General Exhibit.

The total operating revenue returned by 68 companies for the last fiscal year was \$82,637,090.38, which is a falling off of revenue compared with previous year of \$1,261,469.82, or about 1.50 per cent. But for the absence of the traffic earnings of the great Wabash system, heretofore included in the exhibit, a large increase of operating revenue would appear. The total operating expenses, including taxes, were \$52,301,569.42, leaving a net surplus of \$30,245,526.96, 36.60 per cent. of revenue. From such surplus were payable fixed charges and dividends as follows:

Interest on the Funded Debt.....	\$14,636,114 99
Interest on the Floating Debt.....	392,994 53
Rentals.....	2,826,000 41
Dividends.....	7,551,212 16

Total \$25,406,322 09

Leaving a net surplus on the year's operations of \$4,839,198.87. As will be seen by reference to statement of balance sheet, No. 2 of our General Exhibit, the credit balance forward from the accounts of 1886 was \$20,521,331.12. After taking to account charges and credits other than for traffic operations, the balance forward to 1888 is \$18,795,997.19. During the last year the

Chicago & Northwestern Railway Company transferred to "Cost of Road" on account of net income expended for construction purposes prior to May 31, 1886, and not capitalized \$10,000,000.00. The Milwaukee, Lake Shore & Western Railway Company similarly disposed of \$316,751.54 of their income balance. The example is commended to the attention of others of our corporations, whose income balances are full of the vanity which "puffeth itself up," and the pride that "goeth before a fall."

We give the following exhibit of the financial condition and transactions of the corporations as formulated from their several balance sheets for 1887:

GENERAL BALANCE SHEET.

The Railway Companies of Michigan in General Account.

Dr.

To Balance forward from 1886.....	\$20,521,331 12
Total operating revenue, 1887.....	82,637,090 38
Receipts in addition to traffic earnings.....	1,367,469 19
	<hr/>
	\$104,525,890 69

Cr.

By operating expenses and taxes, 1887.....	\$52,391,569 42
Interest on Funded Debt.....	14,636,114 99
Interest on floating debt.....	392,994 53
Rentals.....	2,826,000 41
Dividends.....	7,551,212 16
Balances of debit items transferred from income and other accounts.....	7,928,001 99
Balances forward to 1888.....	18,795,997 19
	<hr/>
	\$104,525,890 69

ANALYSIS OF EARNINGS AND EXPENSES.

The total traffic earnings (including receipts from train operation only) show a diminution during the period under report of \$1,277,782.62 compared with the outcome of the previous year. Operating expenses also show a decrease of \$1,826,639.89. The net result being \$648,857.27 in favor of 1887, or 2.30 per cent.

EARNINGS.

The total traffic receipts were reported at \$81,556,252.85, 1.54 per cent less than for the previous year. As classified between the passenger and freight departments we have the following:

Passengers, 30.44 %	\$24,818,697 10
Freight, 59.56 %	56,737,555 75
Total	\$81,556,252 85

As between the two departments compared with results of the preceding year, the foregoing proportions between the two, continue nearly in the same ratio, indicating an increase for freight receipts of .06 per cent only.

The receipts of the passenger department were derived from the following sources:

Transportation of passengers	86.15 %	\$21,382,606 38
Transportation of express and baggage	6.24 %	1,548,953 04
Transportation of mails	7.56 %	1,874,818 38
From other sources	.05 %	12,319 30
		\$24,818,697 10

The freight department derived its proportion of earnings as follows:

Transportation of freight	99.08 %	\$56,672,882 95
From other sources	.92 %	64,672 80
		\$56,737,555 75

CLASSIFICATION OF EARNINGS, 1887 COMPARED WITH 1886.

Transportation of Passengers.

1887	86.15 %	\$21,382,606 38
1886	84.18 %	21,275,478 05
Increase	1.97 %	\$107,128 33

Transportation of Express.

1887	6.24 %	\$1,548,953 04
1886	7.45 %	1,884,583 11
Decrease	1.21 %	\$335,630.07

Transportation of Mail.

1887	7.56 %	\$1,874,818 38
1886	8.18 %	2,064,372 64
Decrease	.62 %	\$189,554 26

Transportation of Freight.

1887.....	99.08 %	\$56,672,882 95
1886.....	99.35 %	57,187,406 08
Decrease.....	.27 %	\$514,523 08

Other Sources.

Passenger department, 1887.....	.05 %	\$12,319 30
1886.....	.18 %	45,809 35
Decrease.....	.13 %	\$33,490 05
Freight Department, 1887.....	.92 %	64,672 80
1886.....	.65 %	376,386 29
Increase.....	.27 %	\$311,713 49

Based upon the whole volume of traffic the per cents of increase or decrease from the business of the preceding year are as follows:

Passenger earnings—Increase.....	.503 %
Express earnings—Decrease.....	17.80 %
Mail earnings—Decrease.....	9.18 %
Freight earnings—Decrease.....	.899 %
Other sources—Decrease.....	81.07 %

Per mile of road operated the traffic earnings were \$6,574.95 as against \$6,047.66 the previous year, a gain of \$527.29 and 8.71 per cent.

Per train mile the following appears:

	1886.	1887.	Increase.	Decrease
Passenger trains.....	\$1.07	\$1.18.8	\$0.11.8	
Freight trains.....	1.51.38	1.52.6	0.00.68	
All trains earning revenue.....	1.34.42	1.40.48	0.06.06	

OPERATING EXPENSES.

The total operating expenses, including taxes, for 1887 are stated at \$52,389,- 984.30, which, as elsewhere noted, is \$855,032.71, or 7.57 per cent less than for the preceding year, and 1.77 per cent in excess of decrease of train mileage, a result indicating that the closest economy consistent with efficient service is still the rule of our managements. I subjoin a statement exhibiting the expenses in detail between the operating divisions and a comparison with the returns for the same classes of outlays during the preceding year. This distribution is made by the several corporations from classifications adopted by

this department for uniform use of the accountants reporting to this office, and reference to Table No. 8 with this report, will afford a very close and accurate criterion from which to determine comparative results of management of the railroad properties in the State:

STATEMENT SHOWING CLASSIFICATION OF EXPENSES FOR 1887, AND COMPARISON OF SAME WITH RETURNS FOR LIKE OUTLAYS DURING 1886.

Maintenance of Way and Buildings.

1887.....	\$11,266,038 62—	21.50 %
1886.....	12,121,071 33—	22.31 %
Decrease.....	\$854,932 71—	.81 %

Maintenance of Rolling Stock.

1887.....	\$8,129,557 58	15.52 %
1886.....	8,133,599 34—	15.02 %
Decrease.....	\$4,041 76	+ .50 %

Conducting Transportation.

1887.....	\$26,324,970 92	50.25 %
1886.....	26,627,559 96	49.11 %
Decrease.....	\$302,589 04	+ 1.14 %

General Expenses and Taxes.

1887.....	\$6,669,417 18	12.73 %
1886.....	7,334,393 56	13.56 %
	\$664,976 38—	.83 %

As cast upon the total footing of the expense account the following is shown as the outcome for the year:

Maintenance of way—Decrease.....	7.57 %
Maintenance of rolling stock—Decrease.....	0.042 %
Conducting transportation—Decrease.....	1.13 %
General expenses and taxes—Decrease.....	9.20 %

Operating expenses per mile of road and per train mile, as compared with 1886, were as follows :

	1886.	1887.	Increase.	Decrease.
Per mile of road	\$3,958 32	\$4,216 34	\$258 02	-----
			6.51 %	
Per train mile	0.87.97	0.90.09	02.12	-----
Per cent. of earnings	65.45	64.23	-----	1.22

Receipts in Addition to Traffic Earnings.

In addition to traffic earnings, receipts from other sources were reported in the sum of \$1,367,469.19, making the gross income for 1887 \$82,923,722.04, the former figures being \$66,545.36, or 5.11 per cent., and the latter \$1,211,237.26, 1.44 in excess of receipts on similar account for the previous year. Per mile of road operated, the total revenues from all sources were \$6,684.79; per train mile, \$142.80.

The proportion of gross receipts and expenses, figured upon a pro rata mileage basis for Michigan account, will be as follows:

Total income	\$30,489,920 86
Total expenses	20,783,607 89
<hr/>	
Total net for Michigan	\$9,706,312 97

The net receipts as above stated are \$1,662.24, being a return of 4.05 per cent upon the reported cost per mile of the roads in Michigan. Estimating the cost at half the reported figures still the sum remaining from which to pay interest and other fixed charges is so small as to leave but meagre dividends to stockholders. The following statement, reproduced from previous reports with figures for 1887 included, gives in available form the outcome of traffic operations for the five years last past.

STATEMENT.

Earnings and Expenses.	1883.	1884.	1885.	1886.	1887.
Total earnings	\$90,412,549 65	\$81,807,316 08	\$76,952,864 30	\$82,834,085 47	\$81,556,252 85
Total earnings per mile of road	6,438 23	5,798 94	5,797 00	6,047 66	6,574 95
Total earnings per train mile	1 46	1 31	1 24.9	1 34.42	1 40.48
Total expenses	61,190,996 41	58,035,238 65	54,133,685 01	54,216,624 19	52,389,984 30
Total expenses per mile of road	4,359 15	4,659 82	4,660 72	3,958 32	4,216 34
Total expenses per train mile	98.84	93.21	87.9	87.97	90.09
Percentage of expenses to earnings	67 67	70 86	70 35	65 45	64 26

FIXED CHARGES.

INTEREST.

The sums taken to account for interest during the year under report was \$15,029,109.52, being

Per mile of road.....	\$1,260 30
Per train mile.....	0 25.88
Per cent. of earnings.....	18 12

Liabilities on account of interest charges were classified as follows :

Funded debt.....	97.38 %	\$14,636,114 99
Floating debt.....	2.62 %	392,994 53
		<hr/>
		\$15,029,109 52

RENTALS.

The sum written off for rentals during 1887 was \$2,826,000.41, equivalent to—

Per mile of road.....	\$236 82
Per train mile.....	04.87
Per cent. of earnings.....	3.31

INTEREST AND RENTALS.

Total.....	\$17,855,110 33
Per mile of road.....	1,439 37
Per train mile.....	0 30.75
Per cent. of earnings.....	21 77

These figures, compared with similar details for the preceding year, show as follows :

	Increase.	Decrease.
Total.....	\$685,700 52	3.61 %
Per mile of road.....	226 72	13.60 %
Per train mile.....	\$0 00.67	
Per cent. of earnings.....		.54

OPERATING EXPENSES, INTEREST, AND RENTALS.

The sums written off on above account during the year were as follows :

Total.....	\$70,245,094 63
Per mile of road.....	5,655 71
Per train mile.....	1 20.85
Per cent. of earnings.....	86.13

Compared with similar details for the preceding year we have as follows :

	Increase.	Decrease.	
Total.....		\$2,572,349 41	3.45 %
Per mile of road.....		861 24	13.21 %
Per train mile.....	02.80		
Per cent. of earnings.....			1.90

DEFICIT OF EARNINGS TO EXPENSES.

Four companies report insufficient earnings to cover expenses as follows :

Companies.	Deficiency.
Chicago & Canada Southern.....	\$7,385 49
Ontonagon & Brule River.....	904 83
Hobart & Manistee River.....	3,417 26
Mecosta.....	3,061 54
Total for four Companies.....	\$14,768 61

It is an increase of the figures of preceding year, on account of similar deficiency of \$3,201.43.

GENERAL DEFICITS.

Thirteen companies, as included in the following table, carried forward debt balances aggregating \$5,827,224.39. This was a decrease from similar liability of \$4,607,298.69, 45.11 per cent reported from the preceding year, and shows a satisfactory improvement in the financial condition of our rail-road properties. Through reorganization of their capital accounts upon a more reasonable footing, coupled with the continued prosperity and development of the State, doubtless this class of deficiencies will gradually disappear from our reports and no concerns left unable to at least meet their expenses and fixed charges.

COMMISSIONER OF RAILROADS.

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STATEMENT OF COMPANIES CARRYING FORWARD DEBIT BALANCES, 1887.

Companies.	Amount.
Chicago & Canada Southern.....	\$2,693,679 47
Grand Rapids & Indiana.....	2,386,764 75
Ontonagon & Brule River.....	14,314 50
Pontiac, Oxford & Port Austin.....	821,151 09
Port Huron & Northwestern.....	169,841 16
Saginaw, Tuscola & Huron.....	23,359 65
Saginaw Valley & St. Louis.....	85,521 16
Bear Lake & Eastern.....	645 59
Buckley & Douglas.....	61,255 94
Colfax & Big Rapids.....	97 52
Hobart & Manistee River.....	17,415 87
Mecosta.....	3,696 41
Wabash (Detroit, Butler & St. Louis).....	49,281 23
Total for thirteen roads.....	\$5,827,224 39

DIVIDENDS.

Dividends were declared by the ten companies included in the following table, which exhibits the amount of capital stock paid in and the amount and character of dividends declared by each respectively:

STATEMENT OF DIVIDENDS, 1887.

Companies.	Capital Stock Paid in.	Amount of Dividend.	Character of Dividend.
Chicago & Northwestern.....	\$74,863,570 53	\$3,444,504 00	{ 6 per cent on common. 7 per cent on preferred.
Chicago & West Michigan.....	6,796,800 00	153,755 00	2½ per cent.
Detroit, Bay City & Alpena.....	1,670,000 00	66,800 00	4 per cent.
Detroit, Grand Haven & Milwaukee.....	1,500,000 00	45,000 00	3 per cent for 1886.
Detroit, Lansing & Northern.....	4,335,600 00	230,465 00	{ 8½ per cent on preferred. 3 per cent on com. for six months, ending Dec. 31, 1886. 8½ on pref'd to June 30, 1887.
Flint & Pere Marquette.....	6,500,000 00	422,500 00	6½ per cent.
Lake Shore & Michigan Southern System..	55,928,479 53	1,978,660 00	4 per cent.
Michigan Central System.....	26,052,466 50	749,528 16	4 per cent.
Milwaukee, Lake Shore & Western.....	4,135,000 00	430,000 00	7 per cent on preferred and common.
Mineral Range.....	391,700 00	30,000 00	7½ per cent.
Total for ten companies.....	\$182,175,616 56	\$7,551,212 16	

The amount returned to stockholders, as shown by the foregoing statement, is in excess of similar disbursements for the previous year in the sum of \$1,757,790.58 or 30.35 per cent. It will be observed that the dividend declared by the Detroit, Grand Haven & Milwaukee was on account of earnings of the previous year. The amount applied to dividends averages 4.14 per cent upon the capital stock paid in, the latter being 69.88 per cent of the entire reported. The residue, \$79,951,312.31, yields no return to the owners of the properties.

The foregoing summary of the financial condition of our railroad corporations, while it does not indicate an exceptional prosperity, still it discloses the fact that but few of them are without promise of substantial returns in the future and able to maintain a desirable credit for the present. The vast sum of money invested in our railroads that yield no return to the capitalist has nevertheless proved of the highest advantage to the State in the development of its material resources, and especial care should be taken that no hostile legislation arrests the progress of our railroad system into the few remaining localities still unprovided with the means of moving their products, whether of the farm or the forest, to the market centers.

TRAFFIC.

The volume of traffic for the companies reported is considerably in excess of the returns for the preceding year, although the absence of the large business of the great Wabash system, hitherto included in our yearly statements, leave an apparent falling off in the passenger department and a noticeable diminution in the aggregate of train mileage.

TRAIN MILEAGE.

Train movements for the year under report are as follows:

Passenger train mileage.....	20,875,799
Freight train mileage.....	37,176,420
Total for trains earning revenue.....	58,052,219

As compared with movement for the preceding year passenger trains show a falling off of 2,564,935 miles, or 10.94 per cent; freight trains 1,013,049 miles, 2.65 per cent, and a total for both of 3,577,984 miles, or 5.80 per cent.

PASSENGER BUSINESS.

The whole number of passengers carried upon the roads of the State during 1887 is reported at 24,057,719, a decrease of 639,346 passengers, or 2.58

per cent upon the traffic of the preceding year. Of this number there were classified as

Through passengers.....	664,769
Local passengers.....	23,392,950
Total.....	24,057,719

The average distance traveled by each passenger was 29.27 miles, being 8.99 miles less than the average ride for the previous year. The average fare paid by each person was \$0.89.08, and the average rate per mile \$0.02.39, which was a decrease of \$0.01.11 for the former and increase \$0.00.16 for the latter rates. As some of the companies fail to report through and local rates separately it is impracticable to give in this connection the average rates for through and local business separately, but from calculations based upon the figures of reports quoting the highest as well as lowest rates, it seems certain that the average through rate is about two, and the average local rate about two and a half, cents per mile. The highest rate quoted is for the Marquette, Houghton & Ontonagon road, \$0.03.90 per mile, the Duluth, South Shore & Atlantic being next with a through rate of \$.03.40 per mile, the remaining companies all charging less than three cents per mile, the Chicago & Grand Trunk being lowest with a rate of \$0.01.49, being followed by the Michigan Central with a rate of \$0.01.87, and the Lake Shore & Michigan Southern Company with a rate of \$0.02.072 per mile. The lowest local rate reported is by the Cincinnati, Jackson & Mackinaw, \$0.02.12, the Saginaw, Tuscola & Huron being next lowest at 02.16. The Lake Shore and Michigan Central system report a local rate of \$0.02.335, and the Michigan Central of \$0.02.47. The highest local rate reported by a commercial road is by the Mineral Range, \$0.03.98, the Toledo & South Haven being next, rate, 03.32. The highest rate for all business is that charged by the Mineral Range, and the lowest that by the Chicago & Grand Trunk, \$0.01.75.

The whole number of passengers carried one mile was 896,253,954, which was a decrease from the previous year of 639,346, or 2.58 per cent.

At the last session of the legislature a bill was introduced in the House, and passed that body, fixing the maximum rate of passenger fares at two cents per mile for all roads in the State. It failed in the Senate, and presuming that the proposition may be revived at the approaching session of the legislature, I elsewhere make such suggestions with regard to the topic as its importance, both in connection with the interests of the people and the corporations, seems to demand.

FREIGHTS.

The aggregate tons of freight moved during 1887 was 41,209,889, being 6,417,321 tons, or 5.46 per cent. increase upon the volume of the previous year of the companies reporting. As classified between through and local business, the shipments were as follows:

Through freights—tons.....	6,564,769	15.93 %
Local freights—tons.....	34,645,111	84.07 %
Total tons	41,209,880	

The total freight mileage is stated as follows :

Through.....	2,118,199,501.	34 91 %
Local.....	4,235,579,632	66.09 %
Total, or tons moved one mile	6,353,779,133	

The total freight mileage reported is a decrease of movement of 121,911,521 miles, or 1.88 per cent. from 1886. The through business fell off 2,108,867 tons, while the local traffic showed an increase of 2,910,198 tons, being a decrease and increase respectively of 5.53 per cent.

As analyzed and compared with like details for 1886, we have the following :

	1886.	1887.	Increase.	Decrease.
Average ton, haul miles.....	160.25	154.17		6.03
Average am't received for each ton haul.	\$1 42	1 37.7		\$0 04.3
Average rate per ton per mile.....	0 00.890	0 01.090		0.00.200

As will be seen from the above comparison, the figures indicate a slight improvement upon the rates of the previous year, but still remain surprisingly low, and but a very small margin above the cost of movement. Charging freight earnings with three-fifths of the expenses (that being the proportion usually charged on freight account), and the net profit remaining for moving a ton of freight one mile is three and ninety-eight hundredths mills. For similar reasons stated in connection with the passenger traffic, I am unable to determine accurately the relative rates charged upon through and local traffic, but from deductions based upon the returns of companies showing local and through rates as charged separately, the average through rate would appear to be about \$0.00.60, and the average local about \$0.01.30 per ton per mile.

The following statement will afford a convenient reference to the rates reported by a number of the most important roads of the State, including those that receive the highest and lowest rates.

Statement of Average Freight Rates, 1887.

Companies.	Average Local Rate.	Average Thro' Rates.	Average Rate for All Points.
Chicago & Grand Trunk	\$0 00.95	\$0 00.52	\$0 00.59
Chicago & Northwestern	0 01.04	0 00.94	0 01.08
Chicago & West Michigan	0 01.432	0 01.200	1 01.428
Detroit, Grand Haven & Milwaukee	0 01.91	0 00.45	0 01.20
Flint & Pere Marquette	0 01.361	0 00.717	0 01.361
Grand Rapids & Indiana	0 01.563	0 00.938	0 01.109
Lake Shore & Michigan Southern System	0 00.697	0 00.605	0 00.670
Michigan Central System	0 00.886	0 00.512	0 00.694
Milwaukee, Lake Shore & Western	0 01.608	0 00.978	0 01.367
Duluth, South Shore & Atlantic	0 02.80	0 00.98	0 01.70

No complaints have reached the department during the year of discrimination in freight charges, and it is fair, therefore, to presume that the law forbidding such practice has been observed by our freight agents with reasonable fidelity.

COMMODITIES MOVED.

You are respectfully referred to the tabular statement No. 12 for a complete classification of freights carried upon Michigan railroads during the period under report, with the aggregate and per cents of each. As elsewhere stated the total tonnage was 41,209,880, an increase upon the business of the companies this year reported of 5.46 per cent over that of the same companies for 1886.

MICHIGAN TONNAGE.

The freight forwarded from Michigan stations during the year was 17,292,189 tons, which was in excess of movement for the preceding year 1,813,645 tons, or 11.71 per cent.

The per cents. of different commodities present no great fluctuations from reports of latter years, as will be observed from subjoined

ANNUAL REPORT OF THE
STATEMENT.

Classes of Freight Carried.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	From 1886.	
	1881.	1882.	1883.	1884.	1885.	1886.	1887.	Per Cent of Increase	Per Cent of Decrease
1. Grain.....	17.76	13.89	14.77	14.85	15.21	12.63	9.35	.....	3.28
2. Flour.....	3.53	3.60	3.06	3.62	3.35	2.22	2.63	.41	
3. Provisions (beef, pork, lard, etc.)..	2.14	1.99	2.08	2.16	2.31	2.97	2.55	.....	.42
4. Animals.....	4.91	4.40	4.29	4.42	4.22	3.93	3.17	.....	.76
5. Other agricultural products.....	2.72	2.40	2.89	2.53	3.34	5.05	2.71	.....	2.34
6. Lumber and forest products.....	18.89	19.12	22.00	19.79	18.73	19.34	22.87	3 53	
7. Coal.....	11.03	11.54	13.06	14.02	14.93	13.77	12.84	.....	.83
8. Plaster.....	.50	.81	.63	.64	.65	.67	.69	.02	
9. Salt.....	1.40	1.74	1.41	1.69	1.41	1.30	1.46	.16	
10. Petroleum and Charcoal.....	1.07	1.33	1.19	1.23	1.25	1.29	1.23	.....	.06
11. Railroad iron, iron and steel rails	1.92	1.18	.62	.55	.63	.82	1.34	.52	
12. Pig and bloom iron.....	1.84	1.67	1.22	.92	1.07	1.12	1.25	.13	
13. Other iron and castings.....	1.39	1.76	1.76	1.56	1.66	1.97	1.87	.....	.10
14. Ores.....	9.13	11.03	3.56	10.32	9.52	12.41	14.73	2.32	
15. Stone and brick.....	2.00	2.02	1.87	2.22	2.12	2.68	3.17	.49	
16. Manufactures—articles shipped from point of production.....	2.96	3.56	3.00	2.54	2.45	5.07	3.76	.....	1.31
17. Merchandise and other articles not enumerated above.....	16.31	17.03	17.09	16.89	17.09	14.86	14.33	.....	.48

I also continue our usual statement, to which your attention is directed, as presenting in brief form the number of tons of freight moved one mile and the average rate per ton per mile since the year 1873, the date of the first annual report to this office. It serves as a convenient reference for information with regard to volume of business in the consecutive years included, and the fluctuation of the freight rate relatively to the same.

STATEMENT OF TONNAGE AND RATE PER MILE SINCE 1873.

	Tons Carried One Mile.	Rate per Mile.
1874	1,932,955,796	\$0 01.37
1875.....	1,954,003,452	01.20
1876.....	2,326,961,690	00.98
1877.....	2,292,655,424	01.03
1878.....	2,858,931,229	01.05
1879.....	3,598,676,485	00.92
1880.....	4,789,420,773	00.86
1881.....	5,747,847,621	00.92

	Tons Carried One Mile.	Rate per Mile.
1882.....	5,781,580,167	00.97
1883.....	6,235,081,222	00.99
1884.....	6,164,447,358	00.90
1885.....	6,415,952,716	00.82
1886.....	6,475,690,954	00.89
1887.....	6,353,779,133	01.09

CLASSIFICATION.

The rule of classification of business as between local and through remains unchanged, but, under the operation of the interstate law regulating long and short haul, ceases to have much importance so far as it affects the question of rates. Our companies have modified their tariff sheets to meet the requirements of the federal law, and no notice of failure to comply therewith has reached this office. It seems probable from the short experience we have had, that the effect of the law is to be more uniform but increased rates, and that the railroads will therefore not be the losers by a strict observance of the regulations that prevent discrimination between competing and non-competing points.

EQUIPMENT.

The mechanical engineer now attached to this department, under the law of 1887, and who has been upon active duty since October of that year, reports the rolling stock in use upon the railroads of this State as generally sufficient to meet traffic requirements, and in good condition of repair. The estimated value of our equipments is stated at \$33,171,806.38, an increase of \$1,793,265.38, or 5.40 per cent upon the returns of 1886. Per mile of road this is \$2,779.86, an increase of \$472.86 during the year under report.

Continued activity in the shops of our companies has been maintained, and general immunity from accidents resulting from defective or weak machinery and cars has resulted. The sum expended for maintenance of motive power and cars during the year was \$8,129,537.58, and 15.52 per cent of the total expenses, a slight increase upon the expenditure for similar objects the preceding year. It was \$681.27 per mile of road, and \$0.14 per train mile, and 24.51 per cent. of the reported value of the equipment. The latter value indicates that the repair accounts have been charged with the cost of considerable additions of new rolling stock.

The following comprises a list of equipments as returned by the several companies reporting for 1887 :

Locomotives, all classes.....	2,473
Passenger cars, all classes.....	1,142
Baggage, mail, and express cars.....	430
Box freight cars.....	39,363
Stock cars.....	5,396
Platform and coal cars.....	16,524
Ore cars.....	15,055
Conductors' way cars.....	1,218
All other cars.....	2,473
	<hr/>
Total cars.....	81,601

The foregoing is one locomotive to a fraction over each five miles of track operated, and one passenger car to each eleven miles. Of freight and other burden cars, there are a fraction more than six to each mile of track. In another connection I make some comment with regard to recent legislation providing for the better safety of passengers and employes upon railroad trains by requirement of safety heaters upon passenger cars.

PERMANENT WAY.

Expenditures necessary for the maintenance of track and other road properties continue to be made with a liberal hand, and few or no accidents have occurred during the year attributable to neglected roadway. The expenditure for the year under report was \$11,266,038.62, a sum less than for similar expenditure the previous year by \$855,032.71, 7.57 per cent. The expenditure on this account was \$908.22 per mile of track operated, and \$0.19.46 per train mile.

The track sections, as reported, aggregate in number 1,022, with average length of 5.71 miles, and nearly four and a half men employed on each. With this force the properties have been maintained in creditable condition with but few exceptions, and derailments or other accidents resulting from weak or imperfect tracks have been of unfrequent occurrence.

TRACK RENEWALS.

Rails.

38,292.98 tons of new rails were placed in the tracks of Michigan roads within the limits of the State during the year, a renewal of 459.83 miles, or 7.80 per cent. of the whole track mileage, and an increase of 2.36 per cent. over similar improvements during the preceding year.

Ties.

4,153,870 ties were expended during the year upon the entire properties reported to this office, of which number 2,228,950, a fraction more than one-half, were used in this State, the average number to the mile being 381, and 13.60 per cent. of the average of ties to the mile of road.

Trestles.

The work of replacing the perishable and expensive trestles, that are utilized for temporary purposes, by nearly all newly constructed roads, with earth work has been continued, and 6,010 lineal feet of the latter have been substituted for the former during the year.

Culverts.

The renewals of timber culverts reported were 248, of which 46 were constructed of stone or iron pipe, 15 with sewer pipe, and the residue, 187, with timber. This class of openings are a source of constant concern to those charged with the maintenance of way, being fruitful sources of accident from concealed defects, and the liability to sudden injury from fire or heavy storms unforeseen by approaching trains. It cannot be too strenuously urged upon the consideration of our road departments that renewals of such structures, in the interest of both safety and economy, should be made in the most permanent manner possible.

BRIDGES.

The number of railroad bridges in the State at the close of the year was 2,276, an increase of 271, having an aggregate length of 281,222 feet, or 53.26 miles. From the above it appears that the average length of bridges was 123½ feet, and one bridge for each 2.53 miles of track. I subjoin statement showing the character, number and length of bridges as reported in each class:

DESCRIPTIVE LIST OF RAILROAD BRIDGES IN MICHIGAN.

Character and Material of Bridge.	Number.	Length— Feet.
Wood.....	843	76,624
Stone or iron.....	119	14,729
Combination.....	39	9,836
Trestles.....	1,252	177,399
Draw bridges.....	23	2,634
Totals.....	2,276	281,222

New Bridges.

Of the foregoing list 101 bridges are new, and are either of original construction on extensions and new road, or renewals of old structures, and are classified as follows:

Of wood, number.....	99;	feet in length.....	8,417
Of iron or stone, number.....	2;	feet in length.....	597
			<hr/>
			101; feet in length..... 9,014 .

In addition to these the Grand Rapids & Indiana returns 37 new bridges constructed on their line of road during the year, making a total of 138 for the period under report.

The descriptive lists of bridges, alluded to in our last annual report as in course of preparation, have all been completed, and the department is now in possession of full information with regard to this important class of structures, the value of which can hardly be overestimated.

CROSSINGS.

Railroad.—The total number of railroad crossings reported for all the roads was 267, which presumably should have been 268, and would make 134 single crossing points within the limits of the State, 120 of which are at the grade level and 14 over or under the road first built. Interlocking and derailing switches, for the protection of grade crossings, are reported by the Michigan Central and Grand Rapids & Indiana at Wasepi; by the Michigan Central and Chicago & Grand Trunk at Nichols; by the Flint & Pere Marquette and Detroit & Bay City at East Saginaw; by the Toledo & South Haven and Chicago & West Michigan at Hartford, and the Mineral Range and Hancock & Calumet at Osceola, making in all five crossings so protected at the date of the last company reports. Since that time, interlockers have also been placed and are in operation at the crossings of the Michigan Central and Flint & Pere Marquette railroads at Wayne Junction; at the crossings of the Chicago & Grand Trunk railway, of the Lake Shore railway and Michigan Central railroad tracks at Lansing; and at the crossing of the Grand Rapids, Lansing & Detroit railroad (D., L. & N. extension) of the tracks of the Grand Rapids & Indiana, Michigan Central railroad at Grand Rapids; and the crossing of the Toledo, Ann Arbor & North Michigan railway of the Detroit, Lansing & Northern near Howell, making at the date of this report nine of these safety appliances in operation in this State. It would unquestionably be for the best interests of the public, as well as the companies, were every grade railroad crossing in the

State similarly protected—a subject to which I allude elsewhere in this report.

Highway and Street.—The total number of highway and street crossings reported at the close of the last year was 5,993, an increase of 28 upon the figures of the previous report. Of the whole number 257 were protected by gates or safety signals, and 189 were either over or under the tracks, the residue, 5,547, being at the grade level without other protection than the ordinary signal boards which are generally in position as required by law. The accidents reported at these exposed points during the year were 42, not a large number considering the fact that but few of the street crossings in our populous cities and towns are provided with either gates or safety signals, and the consequent liability to collisions is very large. Of the overhead highway bridges 98 are reported as being less than 18 feet above the tracks spanned. This class of structures have been generally provided with the safety signals as required by law, and but seven accidents were reported from overhead obstructions during the year. From the fact of such accidents occurring it appears that the signals in use do not fully protect; but it seems probable that they are as efficient as any that could be devised, and that raising the bridges to the height necessary to clear the heads of train men upon the roofs of the cars is the only expedient that will give absolute immunity from this class of accidents. In some cases such a height would be impracticable, and the adoption of power brakes obviating the necessity of brakemen being employed overhead is the only remaining remedy for the great danger involved.

Fences.

Progress in the fencing of our railroad rights of way continues to be made, and we have a total completed, reported, of 8,302.29 miles, or 4,151 miles on both sides of the tracks. The mileage reported as remaining unfenced is 1,639.52.

STATIONS AND EMPLOYÉS.

Tabular statement No. 14 gives in comprehensive form the number of stations and employés, and classes of the latter as reported by the several corporations. It gives the whole number of stations at 2,467, and 1,267 located in Michigan. An increase over the previous report of 71, and the same increase as for the preceding year. It is a station for each 4.55 miles of track owned in the State, and affords ample facilities for the convenient handling of the traffic. The number of employés reported, for the entire lines was 55,536. Of the number, 21,800, or 39.25 per cent were employed in

Michigan. An increase of 2,328 from 1886, and 3¼ men to each mile of road. These employés, as classified, appear as follows:

Statement showing Classification of Employés on Michigan Railroads, December 31, 1887.

Classes.	Number.
Baggagemen.....	758
Brakesmen.....	3,407
Conductors.....	1,780
Engineers.....	2,788
Firemen.....	2,811
Laborers.....	15,878
Shopmen.....	6,089
Yardmen.....	3,085
Others.....	18,747
Not classified.....	348
Total number.....	55,586

The relations between the managements and the employés have continued to be of a satisfactory character, and despite the feeling of unrest that has manifested itself in neighboring States, nothing has occurred here to interfere with the prevailing quiet so long characteristic of Michigan roads.

ACCIDENTS.

Your attention is respectfully called to tables 17 and 17 A, B, and C, for a detailed statement of the accidents occurring upon Michigan railroads during the period under report. The total number resulting fatally was 142, an increase upon the previous year of 26. The accidents resulting in injury only in different degree, were 370, as against 311 during 1886, an increase of 59, making the total number of casualties 512, and total increase 85, during the year, or 19.45 per cent., a result not entirely satisfactory in view of the slight increase only of track, and decrease of train mileage, which were respectively 3.42 and 5.80 per cent.

Following is a classified statement, showing in detail the character and number of the persons included in the foregoing summary of accidents:

Persons.	Killed.	Injured.	Total.
Passengers.....	2	32	34
Employés.....	62	251	313
Others.....	78	87	165
Total.....	142	370	512

Of these accidents 124 are reported as clearly accidental, 24.21 per cent, the residue being ascribed to lack of caution, which covers the misfortunes of 87 trespassers and tramps, and 39 "suicides and drunk." The above figures indicate that only one passenger for each 4,113,270 carried was killed, and one for each 2,883,265 injured; and one killed for each 4,801,933 miles traveled, and one for each 3,001,300 miles, injured. Of the employes one for each 353 was killed, and one for each 87 injured. For each 4,307,100 miles run one was killed, and for each 1,063,905 miles one was injured. The following table, prepared from the the accident reports, exhibits the causes of the casualties, with comparative statement of similar happenings for the previous year:

CASUALTIES AND CAUSES OF SAME, 1887.

Causes.	Killed.				Injured.				Killed. 1886.	Injured. 1886.
	Passen- gers.	Em- ployes.	Others.	Total.	Passen- gers.	Em- ployes.	Others.	Total.		
Collisions.....		2		2	9	9	2	20	6	23
Coupling cars.....		16		16		125		125	11	100
Derailments.....		2		2	9	9		18	1	20
Falling from trains.....		19	1	20	2	21	1	24	12	14
Frogs.....		2		2					1	3
Getting on and off trains.	2	3		5	9	20	5	34	12	33
At highway crossings.....			15	15			27	27	8	14
Miscellaneous causes..		17	3	20	3	57	9	69	17	53
Overhead obstructions.....		2		2		5		5	1	2
Trespassers on trains...			12	12			24	24	18	21
Trespassers on tracks.....		1	47	48		1	23	24	39	24
Total.....	2	63	78	142	32	251	37	370	126	311

Collisions.

I regret that I am unable to report a decrease in this class of accidents during the year, but on the contrary the number shows an increase of 16 persons injured from such cause. As the report covers only the collisions involving personal injuries, and as the records of the office present a number of such accidents without such injuries, but resulting in greater or less destruction of property, I am forced to the conclusion that there is room for improvement in the handling of both road trains and yard engines, and I earnestly call the attention of managers to the unfavorable showing made by the re-

ports in this particular, with the hope that there may be a marked improvement in this particular during the current year.

Coupling Cars.

From this prolific cause of injury to our trainmen, we have a report of 16 killed and 125 injured, an increase of 5 and 14 from similar casualties reported last year. From this result, it does not appear that the substitution of automatic for the old style of coupling has as yet begun to furnish anticipated results in the decrease of coupling accidents. It is but proper to say, however, that the per cent. of improved couplers as yet in use upon our freight cars is exceedingly small, and that the complication of the appliances adopted, it is possible, may have contributed largely to the increase of accidents under this head.

Derailments.

From the above cause we have 11 injuries reported, two of which were fatal, resulting from eight accidents. This is an improvement upon the record of the previous year.

Highway Collisions.

From this cause, as elsewhere stated, we have reported a total of 42 injuries, of which 15 have proved fatal. The casualty list is an increase of 20 upon the last report. The large number of accidents from this cause is a matter of deep concern at this office, and I have spared no reasonable effort in giving such increased protection at exposed points as would prevent recurrence of accidents with proper caution upon the part of citizens, who in many instances, I regret to say, exhibit lamentable lack of caution when approaching a railroad crossing, and come to grief through their own contributory negligence.

Falling from Trains, etc.

Nineteen employés and a trespasser were killed and 2 passengers, 21 employés and a trespasser injured by falling from trains. Two passengers, the only two killed in the State during the year, and three employés were killed, and nine passengers, twenty employés and five trespassers injured while getting on and off trains in motion. Next to trespassing on tracks these seem to be the most fruitful sources of accident for persons not connected with road work, and in nearly every instance result from the own carelessness of the sufferers, and culpable disregard of regulations made for their protection

against injury. The utmost care of the train men in charge seems insufficient to protect thoughtless passengers from the evil results of their own indiscretion.

Trespassers on Trains and Tracks.

From this cause we have a total of 60 persons killed and 48 injured, 108 in all, and a fraction of one-fifth of the entire casualty record for the year. I again call attention to this fearful source of slaughter and mutilation upon our railroad tracks, in the hope that intelligent legislation may be devised, that will largely abate the evil without serious detriment or inconvenience to the citizens contiguous to the rights of way.

The following list will show the class and number in each of employes killed and injured during the period under report:

Classified Statement of Employes Killed and Injured on Michigan Railroads during Year 1887.

Baggagemen	1
Brakesmen	169
Conductors	19
Engineers	4
Firemen	5
Laborers	45
Shopmen	5
Yardmen	43
Unclassified	29
Total	320

TAXATION.

The total of taxes payable by the railroad corporations doing business in this State during the year ending December 31, 1887, was \$715,640.24. Of this aggregate amount, the following sums were assessed against special charter roads, as computed on their stock and debt by the Auditor General, to wit:

Detroit, Grand Haven & Milwaukee	\$25,171 40
Lake Shore & Michigan Southern	46,743 60
Michigan Central	134,083 20
Grand River Valley	14,934 00
	<hr/>
	\$220,932 20

Deducting this last amount from the aggregate of taxes, and we have \$494,708.04 as the total payable by the general law roads for taxes upon their gross receipts. This is an increase upon the income of the previous year of \$65,168.10, or 15.17 per cent.

The average number of miles operated was.....	5,675.97
Less mileage of special charter roads	609.74
	<hr/>
	5,065.23
Total gross receipts for Michigan.....	\$31,001,296 08
Less receipts of special charter roads	9,411,786 44
	<hr/>
	\$21,589,509 64

The income per mile reported for general law roads.....	\$4,264 26
Per cent of taxation on income.....	2.29
Taxes per mile of road operated.....	\$97 67

Were all railroad taxes payable in the State computed upon the same basis, the following would be the analysis as compared with the foregoing :

Gross receipts for Michigan.....	\$31,001,296 08
Taxable income per mile of road.....	5,461 85
Per cent of taxation on income.....	2.31
Taxes per mile of road operated	\$126 08

As you are aware our method of dealing with railroad taxation is different from that adopted in nearly every other State, in most of which local taxation obtains. Under our constitution these taxes go to swell our school fund, and are distributed by the superintendent of public instruction among all the school districts in the State, according to the number of children in each. As at present assessed, railroad taxes will not be subject to the same fluctuations as other levies, which are governed by the rule of public need, but they will annually increase with the development of our railroad system, and form a permanent fund for the support of our common schools, which will share in the prosperity of our railroad properties to the full measure of their specific taxation.

MECHANICAL ENGINEER.

At the earnest request of the locomotive engineers of the State the last Legislature by Act No. 247 provided for the appointment of a Mechanical Engineer for this department. His duties were, under the instructions of the commissioner, to make technical inspections and reports of the condition and working of all air and power brakes and fixtures, automatic or safety couplers, heating apparatus, train signals, and other appliances connected with the

construction and running of locomotive engines and cars, also the condition, character and working of yard and switch lamps, semaphore safety signals, switches, common and interlocking, frogs and guard rails, whether the same are blocked or otherwise treated as required by law, also of the condition and sufficiency of bridges and other structures connected with the permanent way, and of the condition and sufficiency of all equipments, freight and passenger houses as regards the public safety, health and convenience, and of such other matters and things as the commissioner deemed essential to full and thorough information as to the physical condition of the several railroad properties of the State and the proper enforcement of the police regulations enacted for the control and management of the same. The law also requires that he should have had at least ten years' experience in practical service as a railroad mechanic, etc. Under the provisions of this act, I appointed Clinton B. Conger of Port Huron, for many years in the employ of the Chicago and Grand Trunk railway, for the most part as locomotive engineer. He entered upon the discharge of his duties November 1, 1887.

He has been constantly employed since his appointment in the discharge of his duties, as provided by law.

He has spent the most of his time on the railroads. When not engaged in the regular inspections, he has been making special examinations in regard to blocking of frogs and guard rails, the condition of tracks and bridges and gathering statistics in regard to the amount and condition of railroad equipment. Having visited personally the shops of all the railroads operated in this State, and in addition to securing the information sought, he has been able to offer many valuable suggestions to the mechanics of the various roads so as to secure economy in operation, and at the same time provide more effectually for the safety of passengers and employes.

While engaged in this duty he has observed where the laws were being neglected or violated, and by giving information as to their requirements, and explaining the reason and necessity for their enactment and the consequences of their violation, has caused them to be more generally obeyed. While there are far too many violations of the laws, especially in regard to whistling at approaches to highways and stopping at crossings of other railroads, yet during the last year and a half, there has been a marked improvement in this respect. In addition to as far as possible, informing the employes what the law is, and the consequences of its violation, their manhood and sense of justice and reason have been appealed to to obey the law and rules, because it was right that they should be obeyed.

This policy has apparently resulted in better discipline on the roads and a desire among the employees to know just what the law is, in order

that it may be better observed, as proven by the requests received at the office for copies of laws and other information, and a consequent tendency to secure safety to passengers upon trains and people at highway and railroad crossings.

A few railroad managers did not look with much favor upon the creation of this office, but if any such feeling now exists, I am not aware of it. As far as expression of opinion has been given, it is to the effect that it is well to have some one not interested in the road, to look after the general condition of track and equipment, and report such defects as may have escaped the attention of the officer whose duty it is to look after it especially, and that the Engineer's intercourse with the men has made the enforcement of the rules and law easier, and that on the whole his services are worth to the people of the State much more than they cost.

I think the result of the first year's experience fully demonstrates the wisdom of the Legislature in deferring to the request of the railroad employes in the employment of a Mechanical Engineer to be taken from their number.

COMPLAINTS AGAINST EMPLOYÉS.

Very few complaints have been made against railroad employes during the past year, and in no case of the same person a second time. Most of those made have been for obstruction of streets, for a longer time than is allowed by law; not blowing the whistle at highway crossings, and the failure to make the stop required by law before crossing another railroad. It is hoped that the integrity and law-abiding sentiment among the men will be so aroused at an early day, that there will be very little cause for complaint of this kind in the future. If the men once become interested in the matter among themselves, violations of the laws and company regulations will soon cease, as is demonstrated by the result of their action for the repression of drunkenness, only one complaint of which among employees has reached the office during the past year, and that upon investigation, was not sustained. It is a result upon which the people of the State are to be congratulated, and one of which the men may justly be proud.

AUTOMATIC COUPLERS.

The Janney and Dowling couplers have been approved for use since my last report, making nine in all. The Janney and Dowling are both vertical plane couplers of the Master Car Builders type, approved upon the application of the Grand Rapids & Indiana and Michigan Central companies respectively. The adoption of this type of couplers promises uniformity at an earlier date, because more companies with a large number of cars are fa-

avorable to them than any other; but there is almost as great a diversity of opinion in regard to the question as ever. There is some evidence that the Master Car Builders type is making friends among the train men, but as a rule they are against all automatic couplers, and it cannot be denied that the majority of those in use are worthless for the purpose for which they are intended, the protecting of the lives and limbs of employees. The latter fact and the uncertainty as to what the near future may develop has interfered with the vigorous enforcement of the law.

The following is suggested by the Mechanical Engineer of this department, as showing the present situation of the coupler question from a practical railroad man's standpoint.

The problem of the "best car coupler" seems to be as far from solution as ever. The old fashioned drawhead which requires a link and pin and also requires that a man must risk his limbs and sometimes lose his life in order to use it, still "holds the fort," and it will continue to do so until all styles of coupler using the link and pin are forced out of use. Of all the styles of self couplers none seem to be used as their inventors intended, unless two of the same kind come together, and *then* very few train men will use them without going between the ends of the cars. In the words of one brakeman, "each kind is worse than the other, and all are man-traps."

When the Master Car Builders type is the only one used, then, and not before, will we see car coupling and uncoupling done without going between the cars. It was hoped that the Master Car Builders, who can settle this question, would take some decisive steps to bring their type of coupler into immediate use on all railroads, but their want of any definite action leaves the matter just where it was a year ago, and the link and pin coupler, whether it is automatic or not, is killing and maiming numbers of our fellow-men each year. One great evil is directly in the power of the Legislature to abate, that is the long dead blocks or "bumpers" on some of the cars from the coal mining roads of Pennsylvania. None of the Michigan companies find it necessary to use them on their equipment, and there is a loud demand from the train men that they be excluded from the State by law. These dead blocks are so long, that they reach both above and below the drawhead and make it a certain injury to couple in the ordinary manner. They are not required in this State, and some action should be taken in regard to them at once.

POWER BRAKES.

Power brakes for freight trains are slowly making their way to the front. All the railway managers acknowledge that it is necessary to have them in order to make freight traffic safe and expeditious. There is no doubt that

with power brakes most of the train men who fall or are thrown from the top of cars when setting the hand brakes will be saved.

A large percentage of collisions which occur can be avoided altogether, and the force of the blow broken in the others, so that the damage will be smaller and loss of life averted by the use of power brakes. But most of the managers hesitate to adopt such appliance for their freight equipment, because it costs so much that the expense cannot be met without crippling other branches of their service, which they regard as equally important. Comparatively a small proportion of their freight cars are actually moving on their own lines, as in the interstate traffic they are distributed to all parts of the country, and it is no advantage to them to put on extra attachments which they only have the use of a small portion of the time. To the use of the driver brake on all locomotives in this State no such objections can be made, as the engines are always in the company's service, if in use at all, and the brake, when on driver and tender, is a reliable factor in a quick stop. If there is an air equipment on the engine, the additional expense of the driver and tender brake is very small compared with the advantage of having it in use every day, and for all stops.

There are several styles of driver brakes for steam pressure which are preferred by some of the mechanical superintendents to the one more generally in use. They can be applied to any class of engine for any service, and I believe if universally adopted would save the lives of many persons who are struck when walking on or crossing the tracks, and of employes who lose their lives in accidents, which would not have happened had there been some way of stopping the train other than by the slow way of hand brakes. The brakemen must run from one brake to another when setting them, which necessitates time, when every second brings them nearer catastrophe. The power brake can be set at once and by the man who first perceives the danger. It can be made to hold every pound that the engine and tender weighs if necessary. On the other hand the brakes on a box car are generally arranged for the weight of that car when empty, or the wheels would slide, and when thirty tons are added to the burthen, the momentum of which each brake when applied must overcome, it takes a long distance in which to stop a loaded train.

Mixed trains of freight and passenger cars are run by nearly every management in this State, and on some of the roads where it is possible, driver brake engines are used to draw those trains, because they are believed to be safer.

Some of the managers would be glad to see a law enacted to compel railroad companies to equip all locomotives running in this State with driver and tender brakes, as they believe it is the easiest way to solve the freight brake

problem at present. While a brake so applied will not hold an entire train, yet it is the most powerful aid now used on a train made up of cars belonging to many different companies, and if kept in order, is always available at an instant's notice, no matter how stormy the weather, or dark the night may be. The power brake equipment of most of the roads in Michigan has been increased the past year to such an extent that before long the managers who believe in having sufficient brake power to protect the lives of employés and passengers and the company's property will have a power brake on every engine the company owns and on as many of their freight cars as possible. There are 2,473 locomotives in this State, 850 of which have driver brakes. The Lake Shore and Michigan Southern have power brakes on their entire equipment, the Michigan Central are supplying them as fast as possible, the Detroit, Lansing & Northern, Detroit, Bay City & Alpena, Chicago & West Michigan, the Grand Rapids & Indiana, the Flint & Pere Marquette, the Cincinnati, Wabash & Michigan, Wabash Western and all the roads in the Upper Peninsula are making good progress in this direction, while many others are using them to a limited extent.

I believe that the enactment of a law requiring every locomotive running in this State to be equipped with a driver and tender brake would meet with the cordial support of every railroad employé and a large share of the officials.

INTERLOCKING SWITCHES.

The interlocking switch and signal device is making its way into favor as well as into use. While at first the officials and employees did not like the derailing switch, both on account of the expense to the companies and the apparent complication of its many parts and liability to derangement, now that so many are in use in this State the train-men "wish that there were more of them on their line." Where one of these devices is properly put in, at a crossing of two roads, and a competent man in charge of the working of it, the trains do not stop and are rarely delayed for each other, so that the traveling public is more safely and expeditiously transported. There are now nine of these in working order and eighteen more being put in, as against six at the end of 1887. Some second-class interlockers are also being put in where logging roads cross a first-class railroad. This is a move in the right direction, as the logging roads cross the other tracks with their trains without much care for the safety of the employees or passengers of the superior class road, so long as their own cars are not damaged. They are a constant menace to the life and limbs of the traveling public, and it is with a view to make these crossings safer that this move is being made for more certain pro-

tection than that which depends on the ideas of some minor employe, who is responsible for nothing. In the last ten years a great change has been made in the weight and speed with which all classes of trains are moved, and although the discipline is much stricter, and the punishment for violation of train rules and regulations more severe, yet the number of accidents at railroad crossings in this and the adjoining States is about the same. There is a strict law in this State in regard to stopping at railroad crossings, and being sure that the crossing is not likely to be obstructed before passing over the other track, and it is very well observed. But the time is so fast, and trains so heavy now, that without some mechanical protection at crossings, accidents must, in the very nature of things, continue to increase. The roads which a few years ago ran their trains at a time card speed of about 25 miles an hour, and gave the public good satisfaction, now run from station to station at a high rate of speed, and the time lost in stops, which is measured by seconds sometimes, must be made up again or connections will be missed, and the passenger traffic will be interrupted. Competition is so fierce that the best possible time must be made, and to insure safety, and at as low a cost as may be, all stops possible must be avoided. Most of the roads are arranging their stations so that passengers, baggage and express on the cars, and coal and water on the engine, can be taken on at the same stop, and save time. By putting in interlocking switches at unimportant crossings the stops at which produce no revenue, but make an expensive loss of time, are done away with.

INSPECTIONS AND DEPARTMENT SERVICE.

The provisions of section 19 of the act under which this department is organized, requiring the Commissioner to visit each county of the State in which a railroad station is located at least once in each year, I have endeavored to conscientiously comply with, and to make the inspections as far from being of a perfunctory character as possible. The thorough performance of such duty has employed the larger portion of my time from May to September, both inclusive, and involved at least 15,000 miles of travel. In addition to the regular inspections above mentioned I have made almost innumerable trips to all portions of the State for the investigation of local complaints and inquiry into the causes of accidents, and the character of provisions necessary for the prevention of their recurrence. It is needless to suggest that the performance of these duties, of such paramount importance to the people of the State, has necessitated my absence from the capital a very considerable portion of the time, but I trust that it has surely resulted in the furtherance of the most important objects for which the department was created by the

Legislature. The duties devolved upon it by law have been largely increased by recent enactments. The people, too, are beginning to appreciate its usefulness in the settlement of vexed questions arising from their relations to the corporations, and the demand for the offices of the Commissioner in that regard is almost continuous, especially in the agricultural districts of the State. The correspondence of the office (before heavy) has more than doubled during the past year, and the rapidly increasing mileage of our railroads and the large increase of office work consequent thereupon, has taxed the capacity of our very limited office force to the utmost.

It is proper in this connection that I should recognize the valuable facilities afforded to me by the managements of the roads in connection with my inspections of their several properties. In all cases special trains have been supplied when requested, and I have had a willing coöperation upon the part of officials and employés alike, in all details necessary to the comfortable and successful accomplishment of my official purposes. For the many courtesies extended I avail myself of this medium to return thanks.

SAFETY HEATERS FOR PASSENGER CARS.

The law of 1887, requiring safety heaters in passenger cars, goes into effect November 1st next. The management of several of the longer and more important roads are experimenting with some form of steam heat from the locomotive, and are now equipping their cars to be warmed in that way. Companies with less passenger traffic are awaiting the result of such experiments, before making the changes contemplated by the law, upon their own roads, so far as authorized to do. In view of the lack of experience in warming cars by heat from the locomotive, and the severity of the climate, especially in the northern portion of our State, a somewhat conservative course has been taken by this office. The companies have been notified to remove all stoves and heaters of frail construction; but where the most approved hot water heaters are in use, they have been informed that this department would not order them out until it had been demonstrated that there was something better to take their place.

With few exceptions the railroad managements are using every effort to comply with the law as soon as means can be found to do it.

LOGGING AND FOREST ROADS.

Since my last report, the Attorney General has filed with this office his official opinion that this class of roads is subject to the police regulations prescribed by the general railroad laws of the State. But it would be well

for the Legislature to clearly define their status as their increasing numbers and frequent crossings of commercial roads, render some action in regard to them an imperative necessity.

TRACK.

There has been considerable improvement in the average condition of track in the State during the year. The tracks of most of the newly constructed roads are in excellent condition. They are substantially built and open up to communication large areas of country heretofore almost inaccessible. Where the roads run through a country without inhabitants, as a large portion of the new roads do, so far as the people's interests are concerned there is very little cause to complain of the condition of the track, equipment, or train service.

BUILDINGS.

Some of the older companies are building elegant and commodious station houses along their lines which are a credit to the officials that designed them, and an ornament to the towns in which they are located. This is especially true on the main line of the Michigan Central.

On some of the older roads where the station houses were built long ago, the towns in which they are situated have long since outgrown them. The earnings perhaps of such roads are limited, and the necessary appropriations of money for the renewal or enlargement of such structures are withheld to the great discomfort and inconvenience of the public where the improvements are needed.

In such instances it would seem necessary that the Legislature in the interest of the patrons of such companies should enact proper provisions for the correction of the evil. Station houses have been built for the common accommodation of the agent and section men at small stations on some of the new roads.

FENCES.

The railroad companies have met with severe losses of fence by fire during the present season, especially in the northern portions of the State. Railroads in the newer portions of the State are being fenced more year by year as settlements advance, and the demand for faster train service increases, making it a matter of necessity to exclude stock from the track. There has been less complaint in regard to the condition of railroad fences than heretofore, except in case of two new roads along which the fence is not yet completed. The

law prescribing how a right of way fence shall be constructed proves acceptable so far as the building of a suitable fence is concerned. The fence composed of six wires, top-board and cap, is the one almost universally adopted. It is a great hardship to farmers when a new road is built through improved farms to give the railroad companies until three months after they commence the operation of the road in which to build their right of way fence. Even where roads are financially strong and comply with the law the fields are usually open over a year. And with companies of limited means it is frequently two years before the fences are completed, even though every effort is made by this office to that end.

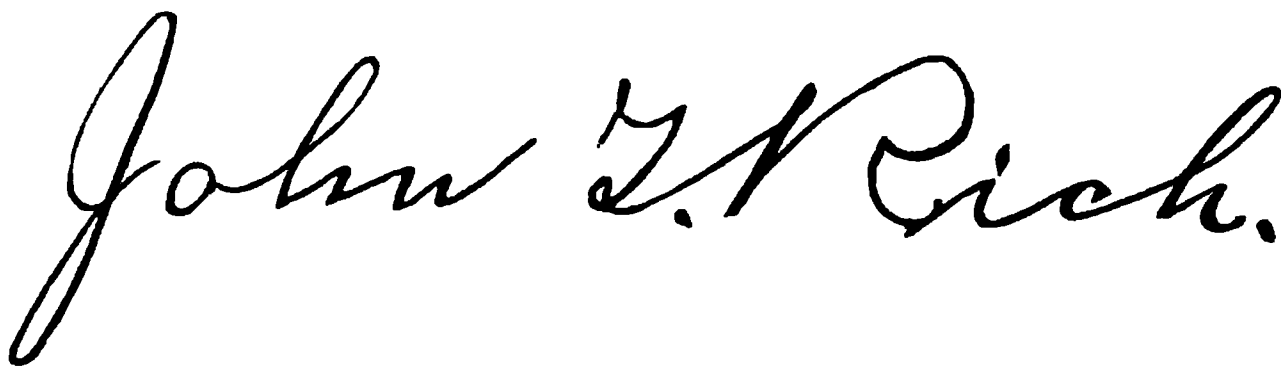
Under the provisions of the law the roads may be estopped from running trains until the fence is built, but it is something like imprisonment for debt, it does not build the fence, and takes away in some cases the only means of earning money to build the fence which the road has, besides discommoding the public. Some means for the relief of farmers in such cases should be provided.

CONCLUSION.

In the discharge of the varied and increasing duties of this commission I have been largely aided by the Deputy Commissioner and the Mechanical Engineer in the faithful performance of the work incidental to their respective positions, and also by the efficient and consistent service of the clerk, whose employment has been found absolutely necessary for the prompt transaction of the business devolved upon the office by law, and so authorized by the Board of State Auditors.

In conclusion I desire to express my appreciation of the moral and material support which my official acts have seemed to command at your hands.

Very respectfully, your obedient servant,

A large, flowing handwritten signature in cursive script, reading "John T. Rich". The signature is written in dark ink and occupies a significant portion of the lower half of the page.

- Commissioner of Railroads.

APPENDIX.

SIXTEENTH ANNUAL REPORT

OF THE

COMMISSIONER OF RAILROADS

OF THE

STATE OF MICHIGAN,

1888.

TO RAILROAD MANAGERS AND EMPLOYEES.

OFFICE OF THE COMMISSIONER OF RAILROADS, }
Lansing, Mich., Dec. 15, 1887.

WHEREAS, Complaints are being received at this office of the violation of certain laws which are designed for the safety of property and the protection of the lives of employés and passengers. Therefore this circular is designed to call your attention specifically to some of the more important. The law which provides for the stopping of all trains not less than two hundred feet nor more than eight hundred feet from the crossing is one of the utmost importance. The practice of reducing the speed of trains without coming to a full stop, will not answer; some very serious results have occurred from the practice. Engineers should be particular to stop their trains within the limits prescribed by the law. The two hundred feet between the stop and the crossing is to provide for safety in case the brakes fail to act, or from any cause the train does not stop, and the limit should never be passed intentionally. Target-men should always keep the target set to danger on both tracks, and should change it only after the train has come to a full stop within the limits prescribed by law.

Engineers should be particular to sound the whistle for every highway crossing; it is many times the only notice travelers have of the approach of trains.

The attention of agents and train-men is earnestly called to the necessity of keeping cars from obstructing any portion of a street or highway for more than five minutes at a time. The practice of leaving only a passage way cannot be too severely censured, and is not a compliance with the law.

The penalty which the law imposes for a violation of its provisions, is liable to be enforced against any one disregarding it any time.

Every effort will be made on the part of this office to enforce all laws which provide for the comfort and safety of passengers, the public and the employés. This effort however energetically made, will fall far short of complete

success, unless seconded by the assistance of all connected with the railroad operations. I therefore earnestly request your hearty co-operation to this end, not on account of the penalties which the State law imposes, but to avoid the much more severe penalties which natural laws impose for a neglect of the necessary precautions to prevent accidents.

I trust that I may rely upon your honor as men and citizens to obey the law and rules of railroad companies, which by a provision of law are made a part of the law, and which experience has demonstrated are necessary to secure safety for yourselves, and those whose lives are entrusted to your care.

Yours respectfully,

JOHN T. RICH,

Commissioner of Railroads.

STATE OF MICHIGAN.

OFFICE OF THE COMMISSIONER OF RAILROADS.

To General Managers and Superintendents of Railroads in the State of Michigan:

Application having been made by the Grand Rapids & Indiana Railroad Company for the official approval of the Commissioner of Railroads, of the Janney Automatic Freight Car Coupler, for use on the said Grand Rapids & Indiana Railroad, pursuant to the provisions of Section 1, Act No. 147, of the Session Laws of 1885, as amended by Act No. 88, Session Laws of 1887. And the undersigned, Commissioner of Railroads in and for said State afore-said, having made a careful examination of said coupler, and become fully satisfied of its practical value, and that it meets the requirements of the laws of this State, in accordance with the true spirit and intent thereof;

Therefore, The said Janney Automatic Freight Car Coupler is hereby approved, and authorized to be used upon all railroads in this State, from and after the date hereof.

In Witness Whereof, I have hereunto set my hand, and caused the Seal of the Department to be affixed at the Capitol, in the City of Lansing, this 24th day of January, A. D. 1888.

JOHN T. RICH,

Commissioner of Railroads.

[SEAL.]

STATE OF MICHIGAN.

OFFICE OF THE COMMISSIONER OF RAILROADS. }

To General Managers and Superintendents of Railroads in the State of Michigan:

Application having been made by the Michigan Central Railroad Company for the official approval of the Commissioner of Railroads, of the Dowling Freight Car Coupler, for use on the said Michigan Central Railroad, pursuant

COMMISSIONER OF RAILROADS

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to the provisions of Section 1, Act No. 147, of the Session Laws of 1885, as amended by Act No. 88, Session Laws of 1887. And the undersigned, Commissioner of Railroads in and for said State aforesaid, having made a careful examination of said coupler, and become fully satisfied of its practical value, and that it meets the requirements of the laws of this State, in accordance with the true spirit and intent thereof;

Therefore, The said Dowling Freight Car Coupler is hereby approved, and authorized to be used upon all railroads in this State, from and after the date hereof.

In Witness Whereof, I have hereunto set my hand, and caused the Seal of the Department to be affixed at the Capitol in the City of Lansing, this 15th day of March, A. D. 1888.

JOHN T. RICH,

Commissioner of Railroads.

[SEAL.]

ANNUAL REPORT OF THE

Official Orders issued by the Commissioner of Railroads of the State of Michigan for the year ending Sept. 30, 1888.

	Date.	To whom directed.	Brief of order.
1	1887. Nov. 26	To the Detroit, Grand Haven & Milwaukee Railway Company.	Special order to erect and maintain safety gates at the crossing of Taylor and Quinby streets in the city of Grand Rapids.
2	Dec. 5	David Robison, Jr., president Toledo, Saginaw & Muskegon Railroad Company.	Special order to cease running trains across C. & W. M., G. R. & I., D. L. & N., and Stanton branch roads, until interlocking and derailing switches have been put in and in operation.
3	Dec. 6	James M. Ashley, Jr., vice president Toledo, Ann Arbor & Cadillac Ry.	Special order forbidding trains to be run across G. R. & I. R. R. crossing at Cadillac until agreements have been complied with and interlocker switch erected and in use.
4	Dec. 8	To the Chicago & Grand Trunk and the Lake Shore & Michigan Southern Railways and the Michigan Central Railroad Companies.	Special order permitting trains and engines to pass over the several tracks of the Chicago & Grand Trunk and Lake Shore & Michigan Southern Railway and the Michigan Central Railroad Companies, without stopping, subject to certain regulations, on and after the 12th day of December, 1887.
5	Dec. 8	To P. P. Wright, general superintendent Lake Shore and Michigan Southern Railway Co.	Special order to flag all trains crossing Shiawassee street in the city of Lansing.
6	Dec. 10	To W. J. Spicer, general manager Chicago & Grand Trunk Railway Company.	Special order to station and maintain a flagman at the Main street in the village of Perry.
7	Dec. 14	To W. J. Spicer, general manager Chicago & Grand Trunk Railway.	Special order to erect and maintain safety gates at the Washington avenue and Cedar street crossings in the city of Lansing.
8	Dec. 30	To James M. Ashley, Jr. vice-president and general manager Toledo, Ann Arbor & Cadillac Ry.	Special order permitting trains to be run between Mt. Pleasant and Cadillac not to exceed fifteen miles per hour.
9	Dec. 30	To the Toledo, Ann Arbor & Cadillac Ry. and Grand Rapids & Indiana Railroad Company.	Special order permitting the trains of the Toledo, Ann Arbor & Cadillac to cross the tracks of the Grand Rapids & Indiana, subject to certain conditions and regulations.
10	Dec. 31	To E. C. Brown, general superintendent of Michigan Central, lessee of Jackson, Lansing & Saginaw Railroad Company.	Special order to erect and maintain gates at the South Washington street crossing East Saginaw, within four months from date, and to station a flagman thereat until erected.
11	Dec. 31	To William J. Spicer, general manager Chicago, Detroit & Canada Grand Trunk Junction Ry., and P. P. Wright, general superintendent Lake Shore & Michigan Southern Railway.	Special order to erect and maintain safety gates at the Ferry street crossing, city of Detroit, within six months from date, and to station a flagman thereat until erected.
12	Dec. 31	To E. C. Brown, general superintendent Michigan Central Railroad Company.	Special order to erect and maintain an alarm bell at the East avenue crossing, and to station a flagman at Michigan avenue, both in the city of Kalamazoo.

Official Orders issued, etc.—Continued.

	Date.	To whom directed.	Brief of order.
13	1888. Jan. 24	To general managers and superintendents of all railroads in the State.	General order approving and granting permission to use the Janney Automatic Freight Car Coupler on all railroads in the State.
14	Mch. 5	To Andrew Watson, general superintendent Duluth, South Shore & Atlantic Ry.	Special order to station and maintain a flagman at the State street crossing in the city of St. Ignace.
15	Mch. 19	To the Chicago, Kalamazoo & Saginaw Railroad Company.	Special order and determination relative to the location and character of a farm crossing upon the farm of Alvin E. Phillips in the county of Barry.
16	Mch. 15	To general managers and superintendents of railroads in the State of Michigan.	General order approving and granting permission to use the Dowling Freight Car Coupler on all railroads in the State.
17	Apr. 9	To the Cincinnati, Jackson & Mackinaw Railroad Company.	Special order relative to the erection of a bridge for a farm crossing for the estate of William F. Wirt, county of Hillsdale.
18	May 14	To the Grand Rapids, Lansing & Detroit Railroad, Toledo, Saginaw & Muskegon and Toledo, Ann Arbor & North Michigan Railways and Toledo, Saginaw & Mackinaw Railroad Companies.	Special order relative to the construction of necessary farm crossings before the first day of July, 1888.
19	June 16	To the Michigan Central and the Flint & Pere Marquette Railroad Companies.	Special order approving the interlocking and derailing switch at the crossing at Wayne Junction and permitting trains to pass over said crossing without stopping, subject to certain rules and regulations.
20	July 18	To the Michigan Central, Grand Rapids & Indiana, and Grand Rapids, Lansing & Detroit Railroad Companies.	Special order approving the interlocking and derailing switches and signals at the crossing of the several tracks in the city of Grand Rapids, and permitting engines and trains to pass over said crossing without being brought to a full stop, subject to certain rules and regulations.
21	Aug. 6	To the Toledo, Ann Arbor & North Michigan Railway and the Detroit, Lansing & Northern Railroad Companies.	Special order approving the interlocking and derailing switches at the crossing of the two roads near the village of Howell and permitting the engines and trains to pass over said crossing without being brought to a full stop, subject to certain rules and regulations.
22	Aug. 28	To the Toledo, Ann Arbor & North Michigan Railway, and the Detroit, Lansing & Northern Railroad Companies.	Special order modifying the order of Aug. 6th, relative to the interlocking switch near Howell, specifying the color of lights to be used at said crossing by said Detroit, Lansing & Northern Railroad Company.

STATEMENT.

OF NEW RAILROAD CORPORATIONS FORMED, AND RE-ORGANIZATIONS, AMENDMENTS OF OLD CHARTERS AND MISCELLANEOUS CHANGES SINCE DATE OF THE LAST REPORT FROM THE COMMISSIONER OF RAILROADS, AS SHOWN BY RETURNS FROM THE OFFICE OF THE SECRETARY OF STATE, OCT. 1, 1888.

NEW CORPORATIONS.

BATTLE CREEK & BAY CITY RAILWAY COMPANY.

Termini, Battle Creek to Bay City.
Proposed length, 130 miles.
Capital Stock, \$2,500,000.
Articles filed February 21, 1888.

LANSING ST. JOHNS & NORTHERN RAILROAD COMPANY.

Termini, Lansing to Ithaca.
Proposed length, 47 miles.
Capital Stock, \$500,000.
Articles filed, February 23, 1888.

NORTH BRANCH & SAUBLE RIVER RAILROAD COMPANY.

Termini, North branch Pere Marquette River Section 21, T. 18 N., R. 15 W., to Section 5. T. 19 N., R. 15 W.
Proposed length, 12 miles.
Capital Stock, \$50,000.
Articles filed, June 8, 1888.

NEGAUNEE & PALMER RAILROAD COMPANY.

Termini, Negaunee to Palmer.
Proposed length, 10 miles.
Capital Stock, \$100,000.
Articles filed, June 30, 1888.

PORTAGE RAILROAD COMPANY.

Termini, Section 28, T. 53 N, R. 32 W., to Section 17, T. 53 N., R. 32 W..
Proposed length, 6 miles.
Capital Stock, \$100,000.
Articles filed, July 31, 1888.

QUINCY & TORCH LAKE RAILROAD COMPANY.

Termini, Quincy Mine to shore of Torch Lake, Lot 2, Section 23, T. 55 N., R. 33 W.

Proposed length, 8 miles.

Capital Stock, \$50,000.

Articles filed, June 29, 1888.

SAULT STE MARIE RAILWAY COMPANY.

Termini, N. W. corner Claim No. 2, to mouth of Mission Creek.

Proposed length, 6 miles.

Capital Stock, \$100,000.

Articles filed, December 5, 1887.

ST. IGNACE, SAULT STE. MARIE & NORTHERN RAILWAY COMPANY.

Termini, St. Ignace to point on the Minneapolis Sault Ste. Marie & Atlantic Railway Company, between Trout Lake & Pine River Stations.

Proposed length, 25 miles.

Capital Stock, \$250,000.

Articles filed, April 13, 1888.

TOLEDO, ANN ARBOR & LAKE MICHIGAN RAILWAY COMPANY.

Termini, Cadillac to Frankfort.

Proposed length, 60 miles.

Capital Stock, \$1,200,000.

Articles filed, March 29, 1888.

CENTRAL MICHIGAN RAILROAD COMPANY.

Termini, Rogers City and South Line of Michigan in Branch county.

Proposed length, 330 miles.

Capital Stock, \$3,000,000.

Articles filed, September 7, 1888.

COLUMBUS AND LAKE MICHIGAN RAILROAD COMPANY.

Termini, State Line, Hillsdale county, to point on Lake Michigan, Township of Saugatuck.

Proposed length, 125 miles.

Capital Stock, \$1,000,000.

Articles filed, September 7, 1888.

CONSOLIDATIONS.

CANADA & ST. LOUIS RAILWAY COMPANY.

Formed by the consolidation of the Sturgis and State Line Railway Company, and the Indiana & South Western Railway Company.

Capital Stock, \$2,500,000.

Agreement filed, November 17, 1887.

INDIANA & LAKE MICHIGAN RAILWAY COMPANY.

Formed by the consolidation of the Indiana & Lake Michigan Railway Company of Michigan, and the Indiana & Lake Michigan Railway Company.

Capital Stock, \$800,000.

Agreement filed, March 30, 1888.

APPENDIX.

SIXTEENTH ANNUAL REPORT

OF THE

COMMISSIONER OF RAILROADS

OF THE

STATE OF MICHIGAN,

1888.

ANNUAL REPORT
OF THE
DETROIT, LANSING & NORTHERN RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed February 15, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, NATHANIEL THAYER, Boston, Mass.
Secretary and Treasurer, CHAS. MERRIAM, Boston, Mass.
General Auditor, C. W. COURTRIGHT, Boston, Mass.
Assistant Treasurer, JAMES E. HOWARD, Detroit, Mich.
General Manager, JNO. B. MULLIKEN, Detroit, Mich.
General Superintendent, THOS. M. FISH, Ionia, Mich.
General Traffic Manager, WM. A. CARPENTER, Detroit, Mich.
Superintendent, N. W. MERRILL, Saginaw, Mich.
Chief Engineer, J. J. McVEAN, Ionia, Mich.
Superintendent of M. P. & R. S., GEO. C. WATROUS, Ionia, Mich.
General Accountant, JAS. F. REEKIE, Detroit, Mich.
Assistant Gen. Freight Agent, EDWARD F. BAKER, Detroit, Mich.
General Solicitor, C. B. LOTHROP, Detroit, Mich.

DIRECTORS.

* ALPHEUS HARDY, Boston, Mass.
H. H. HUNNEWELL, Boston, Mass.
GEO. O. SHATTUCK, Boston, Mass.
CHAS. L. YOUNG, Boston, Mass.
CHAS. MERRIAM, Boston, Mass.

* Deceased.

CHAS. F. ADAMS, Boston, Mass.
NATHANIEL THAYER, Boston, Mass.
JAS. H. BLAKE, Boston, Mass.
A. H. HARDY, Boston, Mass.
JNO. A. BURNHAM, Boston, Mass.
E. V. R. THAYER, Boston, Mass.

Terms all expire second Wednesday in May, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—December 26, 1876.
Number of stockholders at date of last election, - - - - - 473
Number of stockholders in Michigan at same date, - - - - - 1
Amount of full paid stock held in Michigan at same date, - - - - \$10,500 00
Date of annual meeting of stockholders,—Second Wednesday in May.
Fiscal year of Company ends December 31.
General offices of the Company are located at Boston, Mass., and Detroit, Mich.



GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$1,147,159 99
Total expenses, including taxes, - - - - -	\$696,114 55	
Net income, - - - - -	- - - - -	\$451,045 44
Interest on funded debt, - - - - -	\$269,650 00	
Interest on unfunded debt, - - - - -	4,046 60	
Balance applicable to dividends, - - - - -	- - - - -	\$177,348 84
*Dividends declared (— per cent), - - - - -	\$230,465 00	
Balance for the year, - - - - -	\$53,116 16	
Balance (profit and loss) last year, - - - - -	- - - - -	\$194,650 03
Balance forward to next year, - - - - -	\$141,533 87	
	\$194,650 03	\$194,650 03

* 3¼ per cent on preferred stock for six months ending December 31, 1886..... \$87,850 00
3 per cent on common stock for year ending December 31, 1886..... 54,785 00
3¼ per cent on preferred stock for six months ending June 30, 1887..... 87,850 00
Total..... \$230,485 00

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$4,410,000 00
Par value of shares, - - -	\$100 00	
No. of shares issued, - - -	43,356	
Amount paid in on common, - - -	\$1,825,600 00	
Amount paid in on preferred, - - -	2,510,000 00	

Total amount paid in, as per books of the Company, - 4,335,600 00

Paid in per mile of road owned by Company,
221.57 miles, - - - - - \$19,567 63

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage bonds, 1876.....	7	1907	Boston, Mass.	\$2,487,000 00
Ionia & Lansing Railroad has first mortgage bonds, 1889	8	1889	.....	770,000 00
Total funded debt.....				\$3,257,000 00

UNFUNDED DEBT.

For What Incurred.	Is the Same to be Funded, or how Liquidated.	Amount.
For construction.....	.....	.....
For equipment.....	.....	.....
For real estate .....	.....	.....
For renewals .....	.....	.....
For miscellaneous.....	To be paid.....	\$420,770 28
For current balances.....	.....	.....
Total unfunded debt.....		\$420,770 28

RECAPITULATION.

Total funded debt, - - - - -	\$3,257,000 00
Total unfunded debt, - - - - -	420,770 28
Total debt liabilities, - - - - -	\$3,677,770 28
Amount of debt liabilities per mile of road,—221.57 miles, -	16,598 68
Total amount of stock and debt, - - - - -	8,013,370 28
Stock and debt per mile of road,—221.57 miles, - - - - -	36,166 31

GENERAL BALANCE SHEET.—DR.

Construction account,	-	-	-	-	-	-	-	\$6,816,972 63
Equipment account,	-	-	-	-	-	-	-	622,975 07
Cash items:								
Cash,	-	-	-	-	-	-	\$96,853 91	
Bills receivable,	-	-	-	-	-	-	19,760 00	
Due from agents,	-	-	-	-	-	-	12,216 70	
							<hr/>	128,830 61
Other assets:								
Materials and supplies,	-	-	-	-	-	-	\$32,634 54	
Sinking funds,	-	-	-	-	-	-	186,447 34	
Debit balances from companies and individuals:								
Suspense account,	-	-	-	-	-	-	119,469 72	
D., L. & N. common stock scrip,	-	-	-	-	-	-	71 00	
Chas. Merriam, trustee,	-	-	-	-	-	-	34,963 20	
Saginaw Valley & St. Louis R. R. Co.,	-	-	-	-	-	-	66,665 32	
New shop account, Ionia,	-	-	-	-	-	-	94,291 34	
Steel rail suspense account,	-	-	-	-	-	-	12,555 00	
Suspense account, Boston,	-	-	-	-	-	-	4,510 00	
Grand Rapids, Lansing & D. R. R.,	-	-	-	-	-	-	34,518 38	
							<hr/>	586,125 84
Total,	-	-	-	-	-	-	-	<hr/> \$8,154,904 15

GENERAL BALANCE SHEET,—CR.

Capital stock,—common and preferred,	-	-	-	-	-	-	\$4,335,600 00
Funded debt,	-	-	-	-	-	-	3,257,000 00
Unfunded debt:							
Interest unpaid,	-	-	-	-	-	-	\$567 50
Dividends unpaid,	-	-	-	-	-	-	91 00
Notes payable,	-	-	-	-	-	-	164,000 00
Vouchers and accounts,	-	-	-	-	-	-	97,594 78
Other liabilities (list as follows):							
Accrued coupon interest (not due),	-	-	-	-	-	-	134,825 00
State of Michigan taxes for 1887,	-	-	-	-	-	-	23,692 00
							<hr/> 420,770 28
Profit and loss or income accounts,	-	-	-	-	-	-	141,533 87
Total,	-	-	-	-	-	-	<hr/> \$8,154,904 15

COST OF ROAD AND EQUIPMENT,

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment,	-	-	-	-	-	\$7,479,298 11
Average cost per mile of road (not including sidings),—	-	-	-	-	-	221.57
miles,	-	-	-	-	-	33,755 91
Proportion of cost for Michigan,	-	-	-	-	-	7,479,298 11

Miscellaneous receipts from operating account,
other than for transportation, as follows :

From telegraph, - - - - -	\$6,455 06	
From other sources, - - - - -	2,822 13	
	<hr/>	
Total, - - - - -	- - - - -	\$9,277 19
		<hr/>
Total earnings from operation of road, - - - - -	- - - - -	\$1,147,159 99
Total earnings per mile of road,—268.17 miles,	\$4,277 73	
Total earnings per train mile,—906,500 miles,	1 26.55	
Proportion of taxable earnings for Michigan,	\$1,147,159 99	
Total taxable earnings per mile of road in Michigan, - - - - -	4,277 73	
Income other than from earnings, - - - - -	None.	
	<hr/>	
Total income from all sources, - - - - -	- - - - -	\$1,147,159 99
Proportion of income for Michigan, - - - - -	1,147,159 99	

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track, - - - - -	\$99,625 51
Renewals of rails,—Credit, - - - - -	\$6,920 42
Renewals of ties, - - - - -	26,080 76
Repairs of bridges, including culverts and cattle guards, - - - - -	9,925 90
Repairs of fences, road crossings, and signs, - - - - -	6,286 61
Repairs of buildings, - - - - -	19,727 48
	<hr/>
Total, - - - - -	\$154,725 84

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -	\$40,101 24
Repairs of passenger cars, - - - - -	34,341 97
Repairs of freight cars, - - - - -	36,286 66
	<hr/>
Total, - - - - -	\$110,729 87

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$75,706 26
Water supply, - - - - -	3,574 32
Oil and waste, - - - - -	8,581 59
Locomotive service, - - - - -	68,849 30
Passenger train service, - - - - -	19,653 31
Passenger train supplies, - - - - -	3,265 46
Freight train service, - - - - -	28,607 76
Freight train supplies, - - - - -	499 75

Mileage of freight cars, - - - - -	\$14,851 79
Telegraph expenses (maintenance and operating), - -	10,100 79
Damage and loss of freight and baggage, - - - -	603 88
Damages to property and cattle, - - - - -	2,471 37
Personal injuries, - - - - -	2,416 31
Agents and station service, including \$10,980.93 yard service,	84,694 63
Station supplies, - - - - -	3,499 89
Total, - - - - -	\$327,376 41

CLASS 4.—General Expenses.

Salaries of the general officers of the Company, - -	\$27,221 60
Salaries of clerks in general offices, - - - -	17,801 72
Law expenses, - - - - -	4,080 21
Insurance, - - - - -	2,922 02
Stationery and printing, - - - - -	8,760 34
Outside agencies and advertising, - - - - -	3,339 76
Contingencies, including rent of tracks and stations, \$11,207.92,	15,495 78
Taxes, - - - - -	23,661 00
Total, - - - - -	\$103,282 43

RECAPITULATION OF EXPENSES.

	Per Cent Of Expenses.	
Maintenance of way and buildings, - - -	22.23	\$154,725 84
Maintenance of motive power and cars, - -	15.90	110,729 87
Conducting transportation, - - - -	47.03	327,376 41
General expenses, including taxes, - - -	14.84	103,282 43
Total operating expenses and taxes, - -	100.00	\$696,114 55
Operating expenses and taxes per mile of road,— 268.17 miles, - - - - -	\$2,595 80	
Operating expenses and taxes per train mile run, for trains earning revenue,—906,500 miles, -	76.79	
Proportion of operating expenses and taxes for Michigan, - - - - -		696,114 55
Total proportion of expenses for Michigan, -		\$696,114 55

Percentage of expenses to earnings, -	60.68
Net earnings per mile of road,—268.17 miles, -	\$1,681 93
Net earnings per train mile,—906,500 miles, -	49.76

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
 From Detroit to Howard City, August, 1871.
 From Stanton Junction to Big Rapids, July, 1880.
 From Alma to Howard City, August, 1886.

MAIN LINE.		Miles. 100ths.	Miles. 100ths.
In Michigan :			
From Detroit to Howard City,	- - - -	156 60	
Total length completed,	- - - -		156 60

BRANCHES.			
Stanton Branch, from Stanton Junction to Big Rapids,		63 30	
Belding Branch, from Kiddville to Belding,	- -	1 67	
Total length of branches owned by Company,	- -		64 97
Total length of branches owned by Company in Michigan,	- -	64 97	
Total length of road belonging to this Company,	- -		221 57
Total length of road belonging to this Company in Michigan,	- -	221 57	
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated,	- -		80 09
Aggregate length of tracks in Michigan belonging to this Company, computed as single track,	- -	301 66	
Gauge of track, 4 feet 8½ inches.			

Proprietary or Leased Roads Operated by this Company.

Name, description, and length of each :	Total Miles. In Michigan.	
Michigan Central R. R., Detroit to West Detroit,	3 00	3 00
Michigan Central R. R., Lansing to North Lansing,	1 00	1 00
Saginaw & Western R. R., Alma to Howard City,	42 60	42 60
Total,	46 60	46 60
Total miles operated by the Company,	268 17	268 17

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of,	38,	aggregate length, feet,	3,372
Iron bridges, number of,	20;	aggregate length, feet,	1,795
Wooden trestles, number of,	31;	aggregate length, feet,	2,391
Total,	89;		7,558

Draw Bridges in Michigan.

How many on your line?	- - - -	None.
------------------------	---------	-------

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality ?
Flint & P. M. R. R., at Plymouth.

Michigan Air Line R. R., at South Lyon.
 Chicago & Grand Trunk R. R., at Trowbridge.
 Detroit, Grand Haven & Milwaukee R. R., at Ionia.
 Toledo, Saginaw & Muskegon R. R., at Greenville.
 Toledo, Saginaw & Muskegon R. R., at Sheridan.
 Grand Rapids & Indiana R. R., at Big Rapids.

What railroads cross your road either over or under your grade in this State, and where?

Under grade:

Toledo, Ann Arbor & North Michigan R. R., two miles east of Howell.
 Cutler & Savage Lumber Co., at Wyman.

At what crossings are interlocking and derailing switches in operation?

None.

Number of crossings of highways at grade in this State,	-	349
Number of crossings of highways at grade in this State, at which there are gates or flagmen,	-	6
Number of crossings at which there are electric or automatic signals,	-	None.
Number of crossings of highways over or under railroad (over, 7; under, 5),	-	12
Number of highway bridges, 18 feet above track,	-	7
Number of highway bridges, less than 18 feet above track,	-	None.
Have safety-guards been erected at over-head obstructions?	-	Yes.
Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883?	-	Yes.

How are they treated?

"Hart guard" is used.

Stations.

Number of stations on whole line,	-	71
Same in Michigan,	-	71

Employees.

Number of persons regularly employed on all roads operated by Company, including officials,	-	926
Same in Michigan,	-	926

Classify your employes as per following list:

	Number.
Baggagemen,—train,	9
Brakemen,	47
Conductors,	26
Engineers,	41
Firemen,	41
Laborers,	305
Shopmen,	191
Yardmen,	18
Others,	248
Total,	926

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you ?

Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed,

543

All fenced.

Road Bed and Track.

Number of track sections in Michigan,

Average length of sections (miles),

Average number of men in each section gang,

Number of new ties put in whole line during the year,

Number of new ties put in track in Michigan,

Average number of new ties per mile of road,—268.17 miles,

New rails put in track:

Steel [tons 900], miles,

Total miles of track laid with new rails,

56

5.50

3

90,633

90,633

338

10.35

10.35

Bridges and Culverts.

Amount of trestle work replaced with earth during the year (linear feet),

Timber culverts replaced during the year,

With iron pipe,—number,

With sewer pipe,—number,

With timber,—number,

New bridges built during the year,—number,

144

7

3

3

1

6

Location.	Kind.	Material.	Month built.	Feet in length.
Flat River and Six Lakes.....	Iron plate girders...	Wooden approaches,	January....	106
East of Elwell.....	Pile bridge.....	Wood	February...	56
East of Elwell.....	Pile bridge.....	Wood	February ..	70
East of Edmore	Pile bridge.....	Wood	March	45
North of Fenwick.....	Pile bridge.....	Wood	April.....	56
West of Williamston.....	Pile bridge.....	Wood	May.....	42
Total.....				376

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of more than 30 tons weight, exclusive of tender, - - - - -	35	\$171,000 00
Number of locomotives of 20 to 30 tons weight, exclusive of tender, - - - - -	6	24,000 00
Total, - - - - -	41	\$195,000 00
Number of passenger cars—8-wheel, including official cars, - - - - -	29	92,000 00
Number of express and baggage cars, - - - - -	13	19,500 00
Number of box freight cars, - - - - -	404	121,200 00
Number of stock cars, - - - - -	41	12,300 00
Number of platform cars, - - - - -	549	137,250 00
Number of conductor's way cars, - - - - -	27	7,000 00
Other cars as follows:		
Tool cars, 1; painter's car, 1; kitchen car 1; tender to steam shovel, 1; road train sleeper, 1,	5	3,000 00
Total, - - - - -	1,068	\$392,250 00
Number of locomotives equipped with power brakes,	20	
Number of passenger-train cars equipped with power brakes, - - - - -	42	
Number of freight cars equipped with power brakes,	None.	
What patterns of power brakes have you in use, and number of locomotives and cars with each?		
Westinghouse air brake, - - - - -	62	
Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885?		
Yes.		
What pattern or patterns have you adopted for use?		
Testing the "Cowell" and "Blocker" patterns.		

MILEAGE, TARIFF, ETC.

Train Mileage.

Miles run by passenger trains during the year, - - -	498,986
Miles run by freight trains during the year, - - -	407,514
Total mileage of trains earning revenue, - - -	906,500

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of through passengers carried, -	16,100		
Number of local passengers carried, -	573,917		
Total number of passengers carried, -	590,017		

	Miles.	Rate.
Total passenger mileage, or passengers carried one mile,	15,201,855	
Average distance traveled by each passenger, - -	25.77	
Average amount received from each passenger, - -	- -	\$0 66.03
Average rate of fare per mile for through passengers, - -	- -	2.48
Average rate of fare per mile for local passengers, - -	- -	2.57
Average rate of fare per mile for all passengers, - -	- -	2.56

Freight Traffic.

Number of tons of through freight carried,	42,715
Number of tons of local freight carried, -	453,406

Total tons of freight carried, - - 496,121

Total mileage of through freight, - - -	6,691,378
Total mileage of local freight, - - -	37,691,919

Total freight mileage, or tons carried one mile, - 44,383,297

Average ton haul for through freight, - - -	156.65
Average ton haul for local freight, - - -	83.13
Average ton haul for all freight, - - -	89.46
Average amount received for each ton haul, - -	1 41.66
Average rate per ton per mile, received for through freight, - -	01.092
Average rate per ton per mile, received for local freight, - -	01.671
Average rate per ton per mile, received for all freight, - -	01.583

Freight forwarded at Michigan Stations.

	Forwarded, Tons.
All Michigan stations, - - - - -	496.121

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain. - - - - -	44,111	8.89
Flour, - - - - -	15,315	3.09
Provisions (beef, pork, lard, etc., - - - - -	1,593	.32
Animals, - - - - -	11,850	2.39
Other agricultural products, - - - - -	19,186	3.86
Lumber and forest products, - - - - -	310,250	62 53
Coal, - - - - -	15,070	3.04
Plaster, lime and cement, - - - - -	4,945	1.00
Salt, - - - - -	5,300	1.07
Railroad iron, iron and steel rails, - - - - -	9,111	1.84
Other iron and castings, - - - - -	4,635	.94
Stone, brick and sand, - - - - -	8,162	1.65
Manufactures,—articles shipped from point of production, - - - - -	5,512	1.11
Merchandise and other articles not enumerated above, - - - - -	41,031	8 27
Total tons carried, - - - - -	496,121	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road. and on what terms and what conditions as to rates, etc. ; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

The American Express Company.

They handle their own freight.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?

256.87 miles.

The line belongs to this Company but is worked under contract with the Western Union Telegraph Company.

TRANSPORTATION COMPANIES.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other than the exclusive property of your own or some other railroad company have been in use on your road, in the State of Michigan, during the year, on what terms respectively, and if rented by you or allowed mileage between local points in this State, the amount paid for the use of such cars during the period under report?

Pullman Palace Car Company, Chicago, Ill. ; \$792.12.

They are allowed mileage between Detroit and Howard City.

Fast Freight Lines.

To what fast freight lines or other transportation companies, running cars upon your road, not the exclusive property of any railroad company paying taxes in this State upon its gross receipts, have you paid car mileage or car rentals for the use of such cars, while in use for traffic between local points in this State, and what was the amount of such car rental or mileage paid?

Detroit Iron Furnace Company, Detroit, Mich.,	-	-	-	\$192 07
Empire Line, Philadelphia, Pa.,	-	-	-	63 48
Merchants' Despatch, Trans. Co., New York City,	-	-	-	665 45
National Despatch Line, St. Albans, Vt.,	-	-	-	609 26
Union Line, Pittsburgh, Pa.,	-	-	-	207 97
Pittsburgh & Toledo Despatch, Alleghany, Pa.,	-	-	-	101 57
E. C. Walker, Detroit, Mich.,	-	-	-	13 21
Railway Car Association, Rochester, N. Y.,	-	-	-	8 63
D. W. Parker, Kalamazoo, Mich.,	-	-	-	4 12
W. P. Rend, Chicago, Ill.,	-	-	-	3 72
Union Tank Line, New York City,	-	-	-	1 59
Anglo-American Produce Co., Chicago, Ill.,	-	-	-	1 51
Total,	-	-	-	\$1,872 58

The above includes mileage made on S. V. & St. L. R. R.

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

January 21. J. E. Minkley, freight brakeman, Remus, stepped into open culvert; lack of caution; verdict, Company not responsible.

July 30. Hattie Shaver, Lakeview, highway collision; carelessness; verdict, employés not blamed.

July 30. Hattie Reynolds, Lakeview, highway collision; carelessness; verdict, employés not blamed.

August 5. Geo. Hawley, Lyons, body found on track; was intoxicated a few hours previous; Company exonerated.

August 6. Thos. Brown, Island Lake; suicide; verdict, Company exonerated.

September 15. Frank Martin, trespasser, Fowlerville; jumping from train; carelessness; Company exonerated.

November 3. J. F. McKinney, freight brakeman, Belding; jumping on engine; carelessness; Company exonerated.

INJURED.

January 8. D. D. Sallsbury, freight conductor, Howell; coupling; purely accidental.

January 8. J. W. Edwards, freight brakeman, Detroit; walked into round house pit; purely accidental.

January 13. Robt. Hagarty, freight brakeman, Okemos; cleaning lantern globe; purely accidental.

February 1. Luther Green, section laborer, two miles west of Portland; struck by engine; lack of caution.

March 10. Mrs. Mary Pedder, Trufant; highway collision; carelessness.

May 7. Frank Phillips, Remus; chain breaking; lack of caution.

May 27. E. J. Nugent, freight brakeman, Beech; coupling; lack of caution.

June 3. C. L. Soper, freight brakeman, Howard City; coupling; purely accidental.

July 3. Geo. Reeder, freight brakeman, Howell; coupling; purely accidental.

July 30. Fannie Shaver, Lakeview; highway collision; carelessness.

July 30. Chas. Whitbeck, Lakeview; highway collision; carelessness.

July 30. Fred. Hatch, Lakeview; highway collision; carelessness.

August 20. Aug. Heiden, laborer, Eagle; tackle breaking; purely accidental.

September 3. Chas. Stewart, trespasser, Stark; jumping from train; carelessness.

October 10. B. Herrick, trespasser; Edmore, jumping from train; carelessness.

December 21. Emery Morse, passenger, Beech; jumping from train; carelessness.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accident.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions						
Coupling cars.....		1			4	
Derailments.....						
Falling from trains						
Frogs.....						
Getting on and off trains.....		1		1		
Highway crossings.....			2			4
Miscellaneous.....					5	
Overhead obstructions.....						
Trespassers on trains			1			2
Trespassers on tracks.....			2			
Total		2	5	1	9	6

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year,	-	-	-	-	7
Number of persons injured during the year,	-	-	-	-	16
Number of casualties purely accidental,	-	-	-	-	6
Number resulting from lack of caution, carelessness, or misconduct,					17
Persons killed or injured while intoxicated,	-	-	-	-	1
Trespassers and tramps killed or injured,	-	-	-	-	4
Suicides,	-	-	-	-	1

ANNUAL REPORT
OF THE
SAGINAW & WESTERN RAILROAD COMPANY.

For the Year ending December 31, 1887.

[Filed February 15, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, NATHANIEL THAYER, Boston, Mass.

Secretary and Treasurer, JAMES E. HOWARD, Detroit, Mich.

Transfer Agent, CHAS. MERRIAM, Boston, Mass.

DIRECTORS.

JAS. H. BLAKE, Boston, Mass.

JNO. A. BURNHAM, Boston, Mass.

* ALPHEUS HARDY, Boston, Mass.

CHAS. MERRIAM, Boston, Mass.

GEO. O. SHATTUCK, Boston, Mass.

NATHANIEL THAYER, Boston, Mass.

EUGENE V. R. THAYER, Boston, Mass.

CHAS. L. YOUNG, Boston, Mass.

CHAS. F. ADAMS, Boston, Mass.

Terms all expire May 9, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—June 7, 1888.

Number of stockholders at date of last election, - - - - -	9
--	---

Number of stockholders in Michigan at same date, - - - - -	None.
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Amount of full paid stock held in Michigan at same date, - - - - -	None.
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Date of annual meeting of stockholders,—The second Wednesday in May.

Fiscal year of Company ends,—December 31.

General offices of the Company are located at Detroit, Michigan.

* Deceased.

REMARKS.

This property is leased by the Detroit, Lansing & Northern Railroad Co. for the term of thirty (30) years from July 1, 1883, that company guaranteeing the principal and interest of the bonds issued, and a dividend of seven (7) per cent on the capital stock of the Saginaw & Western Railroad Company.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$675,000 00
Par value of shares,	\$100 00	
Average price received per share,	100 00	
No. of shares issued,	45	
Amount paid in on common,	\$4,500 00	
<hr/>		
Total amount paid in as per books of the Company,	-	\$4,500 00
Paid in per mile of road owned by Com-		
pany,—42.60 miles,	\$105 63	

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage bonds.....	6	1913	Boston, Mass.	\$566,000 00
Total funded debt.....				\$566,000 00

UNFUNDED DEBT.

No unfunded debt.

RECAPITULATION.

Total funded debt,	\$566,000 00
Total debt liabilities,	\$566,000 00
Amount of debt liabilities per mile of road [42.60 miles],	13,286 39
Total amount of stock and debt,	570,500 00
Stock and debt per mile of road,	13,392 02

Interest on the Funded Debt.

What is the amount of the same due each year, - - - \$33,960 00
 Was it paid for the last year? - - - Yes.
 If interest is in default state the years and amounts as follows: All interest
 has been paid.

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road, and Branches Built by Company.

Total expended for construction, - - -	\$558,400 00
Total expended for equipment, - - -	12,100 00
	<hr/>
Total cost of construction and equipment, - - -	\$570,500 00
Total cost of construction and equipment per mile, - - -	13,392 02
Average cost of construction per mile of road (not including sidings) 42.60 miles, - - -	13,107 98
Proportion of cost of construction for Michigan, - - -	558,400 00

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
 August, 1886.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
Length completed in Michigan, - - -	42 60	
	<hr/>	
Total length completed, - - -		42 60
Total length of road belonging to this Company, - - -		42 60
Total length of road belonging to this Company in Michigan, - - -	42 60	
Aggregate length of sidings, spurs and other tracks not above enumerated, - - -		9 12
Same in Michigan, - - -	9 12	
Aggregate length of tracks belonging to this Company, computed as single track, - - -		51 72
Same in Michigan, - - -	51 72	
Gauge of track, 4 feet 8½ inches.		

STATE OF MASSACHUSETTS, }
COUNTY OF SUFFOLK. } ss.

Chas. Merriam, Director, and James E. Howard, Secretary of the Saginaw & Western Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF B. R.] Signed,

CHAS. MERRIAM, *Director*,

JAMES E. HOWARD, *Secretary*.

Subscribed and sworn to before me this 7th day of February, A. D. 1888,
by Chas. Merriam.

[L. S.]

F. H. DAMON,

Notary Public.

Subscribed and sworn to before me this 2d day of February, 1888, by J.
E. Howard.

HENRY H. JAMES,

Notary Public, Wayne Co., Mich.

ANNUAL REPORT
OF THE
SAGINAW VALLEY & ST. LOUIS RAILROAD COMPANY,
For the Year ending December 31, 1887.

[Filed February 15, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, JNO. B. MULLIKEN, Detroit, Mich.
Secretary and Treasurer, JAS. E. HOWARD, Detroit, Mich.
General Auditor, C. W. COURTRIGHT, Boston, Mass.
General Manager, JNO. B. MULLIKEN, Detroit, Mich.
General Superintendent, THOS. M. FISH, Ionia, Mich.
Superintendent, NATHAN W. MERRILL, Saginaw, Mich.
General Traffic Manager, WM. A. CARPENTER, Detroit, Mich.
Chief Engineer, J. J. McVEAN, Ionia, Mich.
Superintendent of M. P. & R. S., GEO. C. WATROUS, Ionia, Mich.
General Accountant, JAS. F. REEKIE, Detroit, Mich.
Assistant Gen. Freight Agent, EDWARD F. BAKER, Detroit, Mich.
General Solicitor, C. B. LATHROP, Detroit, Mich.

DIRECTORS.

H. H. HUNNEWELL, Boston, Mass.
* ALPHEUS HARDY, Boston, Mass.
CHAS. MERRIAM, Boston, Mass.
NATHANIEL THAYER, Boston, Mass.
WM. Y. MEANS, Boston, Mass.
WALTER HUNNEWELL, Boston, Mass.
GEO. O. SHATTUCK, Boston, Mass.
CHAS. L. YOUNG, Boston, Mass.
JAS. H. BLAKE, Boston, Mass.

* Deceased.

JNO. A. BURNHAM, Boston, Mass.
E. V. R. THAYER, Boston, Mass.
F. H. DAMON, Boston, Mass.
C. S. SERGEANT, Boston, Mass.

Terms all expire second Wednesday in July, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—May 17th, 1871.
Number of stockholders at date of last election, - - - - 88
Number of stockholders in Michigan at same date, - - - - 70
Amount of full paid stock held in Michigan at same date, - - - \$82,200 00
Date of annual meeting of stockholders,—Second Wednesday in July.
Fiscal year of Company ends December 31.
General offices of the Company are located at Detroit, Mich.

REMARKS.

This road is operated under lease by the Detroit, Lansing & Northern Railroad Company.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$99,784 25
Total expenses, including taxes, - -	\$76,566 17	
Net income, - - - - -	- - - - -	\$23,218 08
Interest on funded debt, - - - - -	35,680 00	
Balance for the year, - - - - -	\$12,461 92	
Balance (profit and loss) last year, - -	73,059 24	
Balance forward to next year, - - - -	- - - -	85,521 16
	\$85,521 16	\$85,521 16

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$300,000 00
Par value of shares,	\$100 00	
No. of shares issued,	2,553	
Amount paid in on common,	255,300 00	
Amount paid in on shares not issued (number, 95.04),	9,504 01	
Total amount paid in, as per books of the Company,		\$264,804 01
Paid in per mile of road owned by Company,—miles, 35.50,		
	\$7,459 27	

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage bonds, 1872.....	8	1,908	New York city ...	\$446,000 00
Total funded debt				\$446,000 00

UNFUNDED DEBT.

For what Incurred.	Is the same to be Funded, or How Liquidated.	Amount.
For construction.....	.....	.....
For equipment.....	.....	.....
For real estate.....	.....	.....
For renewals.....	.....	.....
For miscellaneous.....	To be paid.....	\$77,596 68
For current balances.....	To be paid.....	14,834 81
Total unfunded debt.....		\$92,430 99

RECAPITULATION.

Total funded debt,	\$446,000 00
Total unfunded debt,	92,430 99
Total debt liabilities.	\$538,430 99

Amount of debt liabilities per mile of road,—35.50 miles,	-	\$15,167 07
Total amount of stock and debt,	- - - - -	803,235 00
Stock and debt per mile of road,—35.50 miles,	- - - - -	22,626 34

GENERAL BALANCE SHEET,—DR.

Construction account,	- - - - -	\$594,390 60
Equipment account,	- - - - -	87,037 00
Cash items:		
Cash,	- - - - -	1,390 03
Other assets:		
Debit balances from companies and individuals:		
Ithaca Extension,	- - - - -	\$23,786 21
Saginaw & G. R. R. R. stock account,	- - - - -	11,110 00
		<hr/>
		34,896 21
Income account,	- - - - -	85,521 16
		<hr/>
Total,	- - - - -	\$803,235 00

GENERAL BALANCE SHEET,—CR.

Capital stock,	- - - - -	\$264,804 01
Funded debt,	- - - - -	446,000 00
Unfunded debt:		
Interest unpaid,	- - - - -	\$120 00
Vouchers and accounts,	- - - - -	2,869 01
Other liabilities (list as follows):		
Accrued coupon interest not due,	- - - - -	5,946 67
State of Michigan, taxes due July 1, 1888,	- - - - -	1,995 68
Saginaw & Grand Rapids R. R. Co.,	- - - - -	13,033 27
Detroit, Lansing & Northern R. R.,	- - - - -	66,665 32
Due other railroads,	- - - - -	1,801 04
		<hr/>
		92,430 99
		<hr/>
Total,	- - - - -	\$803,235 00

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment,	- - - - -	\$681,427 60
Average cost per mile of road (not including sidings),—		
35.50 miles,	- - - - -	16,743 40
Proportion of cost for Michigan,	- - - - -	681,427 60

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

No debits or credits to property accounts during the year.

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches:

Local fares, - - - - -	\$45,355 81
Through fares, - - - - -	1,054 52

Total passenger fares, - - - - -	<u>\$46,410 33</u>
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Express and baggage, - - - - -	961 98
Mails, - - - - -	2,987 76

Total passenger earnings, - - - - -	<u>\$50,360 07</u>
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Proportion for Michigan, - - - - -	\$50,360 07
Per train mile, - - - - -	73.52
Per mile of road, - - - - -	1,116 63

FREIGHT EARNINGS.

Main line and branches:

Local traffic, - - - - -	\$46,073 44
Through traffic, - - - - -	2,385 63

Total traffic, - - - - -	<u>\$48,459 07</u>
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Other sources freight department, - - - - -	60 00
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Total freight earnings, - - - - -	<u>\$48,519 07</u>
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Proportion for Michigan, - - - - -	48,519 07
Per train mile, - - - - -	1 03.17
Per mile of road, - - - - -	1,075 81

Total transportation earnings, - - - - -	\$98,879 14
Transportation earnings per mile of road,—	
45.10 miles, - - - - -	\$2,192 44
Transportation earnings per train mile,—	
115,622 miles, - - - - -	85.52
Miscellaneous receipts from operating account, other than for transportation, as follows:	
From telegraph, - - - - -	92 41
From other sources, - - - - -	812 70
	<u>905 11</u>

Total earnings from operation of road, - - - - -	<u>\$99,784 25</u>
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Total earnings per mile of road (45.10 miles),	\$2,212 51
Total earnings per train mile (115,622 miles),	86.30
Proportion of taxable earnings for Michigan,	99,784 25

Total taxable earnings per mile of road in Michigan, - - - - -	\$2,212 51	
Total income from all sources, - - - - -		\$99,784 25
Proportion of income for Michigan, - - - - -		99,784 25

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track, - - - - -		\$10,713 74
Renewals of rails,—Credit, - - - - -	\$931 25	
Renewals of ties, - - - - -		3,152 82
Repairs of bridges, including culverts and cattle guards, -		256 92
Repairs of fences, road crossings, and signs, - - - - -		444 67
Repairs of buildings, - - - - -		101 41
Total, - - - - -		\$13,738 31

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -		\$2,881 36
Repairs of passenger cars, - - - - -		5,481 60
Repairs of freight cars, - - - - -		5,031 59
Total, - - - - -		\$13,394 55

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -		\$6,961 19
Water supply, - - - - -		316 83
Oil and waste, - - - - -		911 61
Locomotive service, - - - - -		7,030 67
Passenger train service, - - - - -		1,946 32
Passenger train supplies, - - - - -		344 62
Mileage of passenger cars, - - - - -		2,892 65
Freight train service, - - - - -		3,269 10
Freight train supplies, - - - - -		12 30
Mileage of freight cars, - - - - -		786 29
Telegraph expenses (maintenance and operating), - - -		13 44
Damage and loss of freight and baggage, - - - - -		25 21
Damage to property and cattle, - - - - -		113 90
Personal injuries, - - - - -		479 24
Agents and station service, - - - - -		7,418 56
Station supplies, - - - - -		219 45
Total, - - - - -		\$32,741 38

CLASS 4.—General Expenses.

Salaries of the general officers of the Company, - - -	\$3,278 16
Salaries of clerks in general offices, - - -	1,424 01
Law expenses, - - - - -	309 54
Insurance, - - - - -	352 80
Stationery and printing, - - - - -	766 46
Outside agencies and advertising, - - - - -	60 36
Contingencies, including rent of tracks, stations, \$7,000, -	8,445 37
Taxes, - - - - -	2,055 23
Total, - - - - -	<u>\$16,691 93</u>

RECAPITULATION OF EXPENSES.

	Per Cent of Expenses.	
Maintenance of way and buildings, - - -	17.94	\$13,738 31
Maintenance of motive power and cars, - - -	17.50	13,394 55
Conducting transportation, - - -	42.76	32,741 38
General expenses, including taxes, - - -	21.80	16,691 93
Total operating expenses and taxes, - - -	100.00	<u>\$76,566 17</u>
Operating expenses and taxes per mile of road,—		
45.10 miles, - - - - -		\$1,697 70
Operating expenses and taxes per train mile run, for		
trains earning revenue,—115,622 miles, - - -	66.22	
Proportion of operating expenses and taxes for		
Michigan, - - - - -		<u>76,566 17</u>
Total proportion of expenses for Michigan, - - -		<u>\$76,566 17</u>
Percentage of expenses to earnings, - - -	76.73	
Net earnings per mile of road,—45.10 miles, - - -	514 81	
Net earnings per train mile, - - - - -	20.08	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
 From Saginaw to St. Louis, January, 1873.
 From Alma to Ithaca, March, 1883.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan:		
From Paines to St. Louis, - - - - -	28 60	
Total length completed, - - - - -	- - -	<u>28 60</u>

BRANCHES.

	Miles. 100ths.	Miles. 100ths.
Ithaca, from Alma to Ithaca, - - - - -	6 90	
Total length of branches owned by Company, - - - - -		6 90
Total length of branches owned by Company in Michigan, - - - - -	6 90	
Total length of road belonging to this Company, - - - - -		35 50
Total length of road belonging to this Company in Michigan, - - - - -	35 50	
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated, - - - - -		3 20
Aggregate length of tracks in Michigan belonging to this Company, computed as single track, - - - - -	38 70	
Gauge of track, 4 feet 8½ inches.		

Proprietary or Leased Roads Operated by Company.

Name, description, and length of each:	Total Miles.	In Michigan.
Jackson, Lansing & Saginaw R. R., - - - - -	6 00	6 00
Saginaw & Grand Rapids R. R., - - - - -	3 60	3 60
Total, - - - - -	9 60	9 60
Total miles operated by the Company, - - - - -	45 10	45 10

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of, 6; aggregate length, feet, - - - - -	606
Total, - - - - - 6; - - - - -	606

Draw Bridges in Michigan.

How many on your line? - - - - -	None.
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Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality? T. A. A. & N. M. R. R., at St. Louis.	
What railroads cross your road either over or under your grade in this State, and where? None.	
At what crossings are interlocking and derailing switches in operation? None.	
Number of crossings of highways at grade in this State, - - - - -	59
Number of crossings of highways at grade in this State, at which there are gates or flagmen, - - - - -	None.

Number of crossings at which there are electric or automatic signals, - - - - -	None.
Number of crossings of highways over or under railroad (over, —; under, —), - - - - -	None.
Number of highway bridges, 18 feet above track, - - - - -	None.
Number of highway bridges less than 18 feet above track, - - - - -	None.
Have safety guards been erected at over-head obstructions? No overhead obstructions on this line.	
Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883? - - - - -	Yes.
How are they treated? Hart guard is used.	

Stations.

Number of stations on whole line, - - - - -	17
Same in Michigan, - - - - -	17

Employés.

Number of persons regularly employed on all roads operated by Company, including officials, - - - - -	73
Same in Michigan, - - - - -	73

Classify your employés as per following list:

	Number.
Baggagemen (train), - - - - -	1
Brakemen, - - - - -	7
Conductors, - - - - -	3
Engineers, - - - - -	3
Firemen, - - - - -	3
Laborers, - - - - -	16
Shopmen, - - - - -	—
Yardmen, - - - - -	—
Others, - - - - -	40
Total, - - - - -	73

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you? - - - - -	78.14
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed. All fenced.	

Road Bed and Track.

Number of track sections in Michigan, - - - - -	7
Average length of sections (miles), - - - - -	5.63
Average number of men in each section gang, - - - - -	3

Number of new ties put in whole line during the year, -	10,509
Number of new ties put in track in Michigan, -	10,509
Average number of new ties per mile of road (45.10 miles), -	233
New rails put in track:	
None, except for ordinary repairs.	

Bridges and Culverts.

Amount of trestle work replaced with earth during the year (linear feet), -	None.
Timber culverts replaced during the year, -	3
With iron pipe,—number, -	1
With sewer pipe,—number, -	2
With timber,—number, -	None.
New bridges built during the year,—number, -	None.

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of 20 to 30 tons weight, exclusive of tender, -	3	\$15,000 00
Total, -	3	\$15,000 00
Number of passenger cars—8-wheel, including official cars, -	2	5,000 00
Number of express and baggage cars, -	1	2,000 00
Number of box freight cars, -	10	3,000 00
Number of platform cars, -	40	10,000 00
Number of conductors' way cars, -	1	250 00
Total, -	54	\$20,250 00
Number of locomotives equipped with power brakes, -	2	
Number of passenger-train cars equipped with power brakes, -	3	
Number of freight cars equipped with power brakes, -	None.	
What patterns of power brakes have you in use, and number of locomotives and cars with each?		
Westinghouse air brake, -	5	
Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885?		
Yes.		
What pattern or patterns have you adopted for use?		
Testing the "Cowell" and "Blocker" patterns.		

MILEAGE, TRAFFIC, ETC.

Train Mileage.

Miles run by passenger trains during the year,	-	-	-	68,495
Miles run by freight trains during the year,	-	-	-	47,127
Total mileage of trains earning revenue,	-	-	-	115,622

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of through passengers carried,	892		
Number of local passengers carried,	95,006		
Total number of passengers carried,	95,898		
Total passenger mileage, or passengers carried one mile,		1,694,057	
Average distance traveled by each passenger,		17.67	
Average amount received from each passenger,			\$0 48.40
Average rate of fare per mile for through passengers,			2.63
Average rate of fare per mile for local passengers,			2.74
Average rate of fare per mile for all passengers,			2.74

Freight Traffic.

Number of tons of through freight carried,	1,356		
Number of tons of local freight carried,	58,891		
Total tons of freight carried,	60,247		
Total mileage of through freight,		61,000	
Total mileage of local freight,		1,200,090	
Total freight mileage, or tons carried one mile,		1,261,090	
Average ton haul for through freight,		45	
Average ton haul for local freight,		20.38	
Average ton haul for all freight,		20.93	
Average amount received for each ton haul,			80.43
Average rate per ton per mile, received for through freight,			3.911
Average rate per ton per mile, received for local freight,			3.839
Average rate per ton per mile, received for all freight,			3.843

Freight Forwarded at Michigan Stations.

	Forwarded, Tons.
All Michigan stations,	60,247

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain, - - - - -	8,665	14.38
Flour, - - - - -	978	1.62
Provisions (beef, pork, lard, etc), - - - - -	579	.96
Animals, - - - - -	359	.60
Other agricultural products, - - - - -	1,753	2.91
Lumber and forest products, - - - - -	30,734	51.02
Coal, - - - - -	777	1.29
Plaster, lime and cement, - - - - -	933	1.55
Salt, - - - - -	5,135	8.52
Other iron and castings, - - - - -	554	.92
Stone, brick and sand, - - - - -	691	1.15
Manufactures,—articles shipped from point of production, - - - - -	483	.80
Merchandise and other articles not enumerated above, - - - - -	8,606	14.23
Total tons carried, - - - - -	60,247	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc. ; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

The American Express Company.

They handle their own freight.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?

The Western Union Telegraph Company; 45.10 miles.

TRANSPORTATION.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other than the exclusive property of your own or some other railroad company have been in use on your road, in the State of Michigan, during the year, on what terms respectively, and if rented by you or allowed mileage between local points in this State, the amount paid for the use of such cars during the period under report?

No sleeping, drawing-room or palace cars run on this line.

Fast Freight Lines.

To what fast freight lines or other transportation companies, running cars upon your road, not the exclusive property of any railroad company paying taxes in this State upon its gross receipts, have you paid car mileage or car

rentals. for the use of such cars, while in use for traffic between local points in this State, and what was the amount of such car rental or mileage paid?
Included in the report of the Detroit, Lansing & Northern Railroad Co.

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

INJURED.

January 8. D. E. Collins, freight brakeman, Paines; loading freight; purely accidental.
June 9. Chas. Weidman, engineer, 2½ miles east of Merrill; train derailed; cause unknown.
June 9. M. D. Corbus, fireman, 2½ miles east of Merrill; train derailed; cause unknown.
June 9. A. W. Sanford, baggageman, 2½ miles east of Merrill; train derailed; cause unknown.
September 12. T. W. O’Heran, freight conductor, Ithaca; coupling; purely accidental.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accidents.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions.....						
Coupling cars.....					1	
Derailments.....					3	
Falling from trains						
Frogs.....						
Getting on and off trains.....						
Highway crossings.....						
Miscellaneous.....					1	
Overhead obstructions.....						
Trespassers on trains.....						
Trespassers on tracks.....						
Total.....					5	

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year,	-	-	-	-	—
Number of persons injured during the year,	.	-	.	-	5
Number of casualties purely accidental,	-	-	-	-	5
Number resulting from lack of caution, carelessness or misconduct,	--	-	-	-	—

Persons killed or injured while intoxicated,	-	-	-	-	—
Trespassers and tramps killed or injured,	-	-	-	-	—
Suicides,	-	-	-	-	—

CLASSIFICATION OF EMPLOYES.

KILLED OR INJURED IN MICHIGAN.

Employees.	Killed.	Injured.	Total.
Baggagemen.....		1	1
Brakemen		1	1
Conductors		1	1
Engineers.....		1	1
Firemen.....		1	1
Laborers			
Shopmen.....			
Yardmen.....			
Not classified above.....			
Total.....		5	5

STATE OF MICHIGAN, }
COUNTY OF WAYNE. } ss.

Jno. B. Mulliken, President, and James E. Howard, Treasurer of the Saginaw Valley & St. Louis Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed,

JOHN B. MULLIKEN.
JAMES E. HOWARD.

Subscribed and sworn to before me this 15th day of February, A. D. 1888.

[L. S.]

HENRY H. JAMES,
Notary Public, Wayne Co., Mich.

ANNUAL REPORT
OF THE
SAGINAW & GRAND RAPIDS RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed February 15, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, NATHANIEL THAYER, Boston, Mass.

Sec., Treas., and Transfer Agent, JAMES E. HOWARD, Detroit, Mich.

DIRECTORS.

H. H. HUNNEWELL, Boston, Mass.

CHAS. MERRIAM, Boston, Mass.

NATHANIEL THAYER, Boston, Mass.

* ALPHEUS HARDY, Boston, Mass.

GEO. O. SHATTUCK, Boston, Mass.

CHAS. L. YOUNG, Boston, Mass.

JAS. H. BLAKE, Boston, Mass.

JNO. A. BURNHAM, Boston, Mass.

WM. G. MEANS, Boston, Mass.

WALTER HUNNEWELL, Boston, Mass.

E. V. R. THAYER, Boston, Mass.

C. S. SERGEANT, Boston, Mass.

F. H. DAMON, Boston, Mass.

Terms all expire July 11, 1888.

STOCKHOLDERS, STOCK, AND GENERAL OFFICES.

When chartered or articles of association filed,—October 12th, 1878.

Number of stockholders at date of last election,	23
Number of stockholders in Michigan at same date,	None.

* Deceased.

Amount of full paid stock held in Michigan at same date, - - - None.
 Date of annual meeting of stockholders,—The second Wednesday in July.
 Fiscal year of Company ends December 31st,
 General offices of the Company are located at Detroit, Michigan.

REMARKS.

This road is leased to the Saginaw Valley & St. Louis Railroad Company in perpetuity, that road paying a dividend of ten per cent per annum on the stock of this Company as rental.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$70,000 00
Par value of shares, - - - \$100.00	
Average price received per share, 100.00	
No. of shares issued, - - - 700	
Amount paid in on common, - - - \$70,000 00	
Total amount paid in, as per books of the Company, -	70,000 00
Paid in per mile of road owned by Company, 3.60 miles. -	19,444 44

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

This road has no funded debt.

UNFUNDED DEBT.

This road has no unfunded debt.

RECAPITULATION.

Total amount of stock, - - - - -	\$70,000 00
Stock and debt per mile of road, - - - - -	19,444 44

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road, and Branches Built by Company.

Total expended for construction, - - - - -	\$70,000 00
Average cost of construction per mile of road (not including sidings),—3.60 miles, - - - - -	19,444 44
Proportion of cost of construction for Michigan, - - -	70,000 00

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
May, 1879.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
Length completed in Michigan, - - - - -	3 60	
Total length completed, - - - - -		3 60
Total length of road belonging to this Company, - - - - -		3 60
Total length of road belonging to this Company in Michigan, - - - - -	3 60	
Aggregate length of tracks belonging to this Company, computed as single track, - - - - -		3 60
Same in Michigan. - - - - -	3 60	
Gauge of track 4 feet 8½ inches.		

STATE OF MASSACHUSETTS, }
COUNTY OF SUFFOLK, } ss.

Charles Merriam, Director, and James E. Howard, Secretary, of the Saginaw & Grand Rapids Railroad Company being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

CHAS. MERRIAM, *Director*.

JAMES E. HOWARD, *Secretary*.

Subscribed and sworn to before me this 7th day of February, A. D. 1888, by Chas. Merriam.

[L. S.]

F. H. DAMON, *Notary Public*.

Subscribed and sworn to before me this 2d day of February, 1888, by J. E. Howard.

[L. S.]

HENRY H. JAMES,
Notary Public, Wayne Co, Mich.

ANNUAL REPORT
OF THE
PORT HURON & NORTHWESTERN RAILWAY COMPANY.

For the Year ending December 31, 1887.

[Filed March 15, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, JNO. P. SANBORN, Port Huron, Mich.
Vice President, C. F. HARRINGTON, Port Huron, Mich.
Secretary and Treasurer, F. L. WELLS, Port Huron, Mich.
General Manager, HENRY McMORRAN, Port Huron, Mich.
General Superintendent, ISAAC R. WADSWORTH, Port Huron, Mich.
Chief Engineer, ARTHUR L. REED, Port Huron, Mich.
Cashier, E. C. CHAMBERLIN, Port Huron, Mich.
General Passenger Agent, I. R. WADSWORTH, Port Huron, Mich.
General Freight Agent, I. R. WADSWORTH, Port Huron, Mich.
Asst. Gen'l F. & P. Agent, GEORGE BENT, Port Huron, Mich.
Attorney, O'B. J. ATKINSON, Port Huron, Mich.

DIRECTORS.

F. E. BEARD, Port Huron, Mich.
S. L. BALLENTINE, Port Huron, Mich.
C. F. HARRINGTON, Port Huron, Mich.
E. B. HARRINGTON, Port Huron, Mich.
H. McMORRAN, Port Huron, Mich.
J. P. SANBORN, Port Huron, Mich.
P. B. SANBORN, Port Huron, Mich.
F. L. WELLS, Port Huron, Mich.

Term expires first Wednesday in March.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—March 23, 1878.

Number of stockholders at date of last election, - - - - - 10

Number of stockholders in Michigan at same date, - - - - - 10

Amount of full paid stock held in Michigan at same date, - - - - - All.

Date of annual meeting of stockholders,—First Wednesday in March.

Fiscal year of Company ends,—December 31.

General offices of the Company are located at Port Huron, Mich.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$328,061 09
Total expenses, including taxes, - - - - -	\$213,753 57	
Net income, - - - - -	- - - - -	\$114,307 52
Interest on funded debt, - - - - -	130,472 00	
Interest on unfunded debt, - - - - -	20,532 69	
Balance for the year, - - - - -	\$36,697 17	
Balance (profit and loss) last year, - - - - -	133,143 99	
Balance forward to next year, - - - - -	- - - - -	169,841 16
	\$169,841 16	\$169,841 16

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$1,090,000 00
Par value of shares, - - - - -	\$100 00
No. of shares issued, - - - - -	10,900 00
Amount paid in on common, - - - - -	\$1,090,000 00
Total amount paid in, as per books of the company, -	1,090,000 00
Paid in per mile of road owned by Com- pany,—Miles, 218, - - - - -	\$5,000 00

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage bonds, October 1, 1879... ..	7 per ct.	Oct. 1, 1899...	New York City	\$755,000 00
Consolidated mortgage bonds, March 1, 1882	6 per ct.	March 1. 1922	.....	920,000 00
Equipment mortgage bonds, March 1, 1881,— Nine yearly payments .....	.....	.....	.....	135,000 00
Total funded debt.....				\$1,810,000 00

UNFUNDED DEBT.

For what incurred.	Is the same to be Funded, or how Liquidated.	Amount.
For construction.....	Part to be funded.....	\$382,750 59
For equipment.....
For real estate
For renewals.....
For miscellaneous.....
For current balances
Total unfunded debt.....		\$934,790 64

RECAPITULATION.

Total funded debt,	- - - - -	\$1,810,000 00
Total unfunded debt,	- - - - -	934,790 64
Total debt liabilities,		\$2,744,790 64
Amount of debt liabilities per mile of road,—218 miles,	-	12,590 78
Total amount of stock and debt,	- - - - -	\$3,834,790 64
Stock and debt per mile of road,	- - - - -	17,609 13

GENERAL BALANCE SHEET,—DR.

Construction account,	- - - - -	\$3,271,435 35
Equipment account,	- - - - -	307,614 77
		\$3,584,136 50
Other investments (specifying same):		
Elevators,	- - - - -	5,086 38

Cash items:

Cash,	-	-	-	-	-	-	\$14,561 92	
Bills receivable,	-	-	-	-	-	-	25,551 44	
Due from agents,	-	-	-	-	-	-	6,679 87	
								46,793 23

Other assets:

Materials and supplies,	-	-	-	-	-	-	\$25, 70 37	
Debit balances from companies and individuals,	-	-	-	-	-	-	8,849 38	
								34,019 75

Profit and loss,	-	-	-	-	-	-	-	169,841 16
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Total,	-	-	-	-	-	-	-	\$3,834,790 64
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GENERAL BALANCE SHEET,—Cr.

Capital stock,	-	-	-	-	-	-	-	\$1,090,000 00
Funded debt,	-	-	-	-	-	-	-	1,810,000 00
Total,	-	-	-	-	-	-	-	\$2,900,000 00

Unfunded debt:

Coupons out,	-	-	-	-	-	-	\$105 00	
Accrued interest, not due,	-	-	-	-	-	-	35,550 00	
Funded coupons,	-	-	-	-	-	-	197,064 00	
								\$233,719 00

Other liabilities,—list as follows:

Stockholders,	-	-	-	-	-	-	\$396,357 35	
Construction,	-	-	-	-	-	-	5,355 12	
								401,712 47
Notes payable,	-	-	-	-	-	-	-	248,319 12
Vouchers and accounts,	-	-	-	-	-	-	-	52,040 05
								\$934,790 64

Total,	-	-	-	-	-	-	-	\$3,834,790 64
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COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment,	-	-	-	-	-	-	\$3,579,050 12
Average cost per mile of road (not including sidings,—218 miles,	-	-	-	-	-	-	16,417 66
Proportion of cost for Michigan,	-	-	-	-	-	-	3,579,050 12

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

MAIN LINE.

Depot grounds,	-	-	-	-	-	-	-	-	\$3,850 06
New buildings,	-	-	-	-	-	-	-	-	354 89
New fences,	-	-	-	-	-	-	-	-	629 28
Machinery and tools,	-	-	-	-	-	-	-	-	102 64
									<hr/>
Total charges to property account as above,	-	-	-	-	-	-	-	-	\$4,936 87
Net addition to property account,	-	-	-	-	-	-	-	-	4,936 87

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches:

Local fares,	-	-	-	-	-	-	-	-	\$132,713 82
Through fares,	-	-	-	-	-	-	-	-	36,465 22
									<hr/>
Total passenger fares,	-	-	-	-	-	-	-	-	\$169,179 04
Express and baggage,	-	-	-	-	-	-	-	-	12,346 21
Mails,	-	-	-	-	-	-	-	-	11,838 60
									<hr/>
Total passenger earnings,	-	-	-	-	-	-	-	-	\$193,363 85
Proportion for Michigan,	-	-	-	-	-	-	-	-	\$193,363 85
Per train mile,	-	-	-	-	-	-	-	-	79.09
Per mile of road,	-	-	-	-	-	-	-	-	886 97

FREIGHT EARNINGS.

Main line and branches:

Local traffic,	-	-	-	-	-	-	-	-	\$102,708 48
Through traffic,	-	-	-	-	-	-	-	-	25,278 60
									<hr/>
Total traffic,	-	-	-	-	-	-	-	-	\$127,987 08
									<hr/>
Total freight earnings,	-	-	-	-	-	-	-	-	\$127,987 08
Proportion for Michigan,	-	-	-	-	-	-	-	-	\$127,987 08
Per train mile,	-	-	-	-	-	-	-	-	85.06
Per mile of road,	-	-	-	-	-	-	-	-	585 72
									<hr/>
Total transportation earnings,	-	-	-	-	-	-	-	-	\$321,350 93

Transportation earnings per mile of road, 1,474 08

Transportation earnings per train mile, 0.82

Miscellaneous receipts from operating account,
other than for transportation as follows:

From telegraph, - - - - -	1,608 16	
From rentals of tracks or terminals, - - - - -	5,102 00	
	<hr/>	
Total, - - - - -	- - -	6,710 16
		<hr/>
Total earnings from operation of road, - - - - -	- - -	\$328,061 09
Total earnings per mile of road, - - - - -	\$1,504 86	
Total earnings per train mile, - - - - -	83.08	
Proportion of taxable earnings for Michigan, - - - - -	328,061 09	
Total taxable earnings per mile of road in Michigan, - - - - -	1,504 86	
	<hr/>	
Total income from all sources, - - - - -	- - -	\$328,061 09
Proportion of income for Michigan, - - - - -	328,061 09	

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track, - - - - -	\$56,121 03
Renewals of rails, - - - - -	} 10,967 23
Renewals of ties, - - - - -	
Repairs of bridges, including culverts and cattle guards, - - - - -	3,066 68
Repairs of fences, road crossings, and signs. - - - - -	1,406 69
Repairs of buildings, - - - - -	1,268 25
	<hr/>
Total, - - - - -	\$72,829 88

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -	\$10,592 64
Repairs of passenger cars, - - - - -	4,327 31
Repairs of freight cars, - - - - -	5,806 89
	<hr/>
Total, - - - - -	\$20,726 84

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$25,412 62
Water supply, - - - - -	2,300 16
Oil and waste, - - - - -	1,364 83
Locomotive service, - - - - -	22,008 37
Train service, - - - - -	17,597 59
Passenger train supplies, - - - - -	2,164 30
Freight train supplies, - - - - -	444 31
Mileage of freight cars, - - - - -	104 98
Telegraph expenses (maintenance and operating), - - - - -	2,130 70
Damage and loss of freight and baggage, - - - - -	184 21
Damage to property and cattle, - - - - -	283 90

Personal injuries,	-	-	-	-	-	-	-	-	429	45
Agents and station service,	-	-	-	-	-	-	-	-	19,675	85
Station supplies,	-	-	-	-	-	-	-	-	1,004	02
Total,	-	-	-	-	-	-	-	-	\$95,104	79

CLASS 4.—General Expenses.

Salaries of the general officers of the Company,	-	-	-	-	-	-	-	-	\$6,000	00
Salaries of clerks in general offices,	-	-	-	-	-	-	-	-	2,615	48
Law expenses,	-	-	-	-	-	-	-	-	1,546	13
Insurance,	-	-	-	-	-	-	-	-	1,171	25
Stationery and printing,	-	-	-	-	-	-	-	-	1,230	74
Outside agencies and advertising,	-	-	-	-	-	-	-	-	3,899	06
Contingencies,	-	-	-	-	-	-	-	-	2,068	18
Taxes,	-	-	-	-	-	-	-	-	6,561	22
Total,	-	-	-	-	-	-	-	-	\$25,092	06

RECAPITULATION OF EXPENSES.

				Per Cent of Expenses.	
Maintenance of way and buildings,	-	-	-	34.25	\$72,829 88
Maintenance of motive power and cars,	-	-	-	9.73	20,726 84
Conducting transportation,	-	-	-	44.21	95,104 79
General expenses, including taxes,	-	-	-	11.81	25,092 06
Total operating expenses and taxes,	-	-	-	100.00	\$213,753 57
Operating expenses and taxes per mile of road,	-	-	-	\$980 52	
Operating expenses and taxes per train mile run, for trains earning revenue,—391,469 miles),	-	-	-	54.08	
Proportion of operating expenses and taxes for Michigan,—Main line,	-	-	-	213,753 57	
Total proportion of expenses for Michigan,	-	-	-		\$213,753 57
Percentage of expenses to earnings,	-	-	-	65.153	
Net earnings per mile of road,	-	-	-	\$524 34	
Net earnings per train mile,	-	-	-	29.02	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
December 11, 1882.

In Michigan:				Miles.100ths.	Miles. 100ths.
From Port Huron to East Saginaw,	-	-	-	91	00
Total length completed,	-	-	-	-	91 00

BRANCHES.

Sand Beach, from Saginaw Junction to Sand Beach,	58 25	
Port Austin, from Palms to Port Austin, - -	35 00	
Almont, from Port Huron to Almont, - - -	33 75	
Total length of branches owned by Company, - -	- -	127 00
Total length of branches owned by Company in Michi-		
gan, - - - - -	127 00	
Total length of road belonging to this Company, - -	- -	218 00
Total length of road belonging to this Company in		
Michigan, - - - - -	218 00	
Aggregate length in Michigan of sidings, spurs, and		
other tracks not above enumerated, - - -	- -	12 80
Aggregate length of tracks in Michigan belonging to this		
Company, computed as single track, - - -	- -	230 80
Gauge of track, 3 feet.		
	Total Miles.	In Michigan.
Total miles operated by the Company, - - -	218 00	218 00

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of, 41; aggregate length, feet, -	5,143
Iron bridges, number of, 1; aggregate length, feet, -	380
Total, - - - 42; - - - - -	5,523

Draw Bridges in Michigan.

How many on your line? - - - - - 1

Where located, when built, and length of draw span:

At Port Huron, May and June, 1881, 140 feet.

Character of structure:

Pratt truss draw on center-bearing table.

Material of which constructed:

Wrought iron beams, channels, angles, and lattice.

Height above water, and depth of water under bridge.

Six feet; twelve feet.

How swung, by engine or hand power?

Hand power.

Approaches, straight or curved?

Straight.

Do you require all trains to come to a full stop before crossing draw, and how are they signaled?

Yes. By large colored lantern on top of swing and colored signal by bridgeman.

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?

Grand Trunk R. R., at Port Huron.

Grand Trunk R. R., at Grand Trunk Junction.
P. O. & Pt. A. R. R., at Clifford.
Michigan Central R. R., at Vassar.
Michigan Central R. R., at South Saginaw.

What railroads cross your road either over or under your grade in this State, and where?

Over grade:
None.

Under grade:
None.

At what crossings are interlocking and derailing switches in operation?
None.

Number of crossings of highways at grade in this State,	-	272
Number of crossings of highways at grade in this State at which there are gates or flagmen,	- - - - -	1
Number of crossings at which there are electric or automatic signals,	- - - - -	None.
Number of crossings of highways over or under railroad (over, 1; under, 0),	- - - - -	1
Number of highway bridges, 18 feet above track,	-	None.
Number of highway bridges, less than 18 feet above track :		
One over temporary main track.		
Have safety guards been erected at over-head obstructions?	-	No.
Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883 ?	- - - - -	Yes.
How are they treated?		
Heart foot guard and plank blocking.		

Stations.

Number of stations on whole line.	- - - - -	55
Same in Michigan,	- - - - -	55

Employés.

Number of persons regularly employed on all roads operated by Company, including officials,	- - - - -	391
Same in Michigan,	- - - - -	391

Classify your employés as per following list :

	Number,
Baggagemen,	5
Brakemen,	13
Conductors,	9
Engineers,	9
Firemen,	9
Laborers,	140
Shopmen,	68
Yardmen,	10
Others,	120

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you?	386.31
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed:	
Sanilac county, - - - - -	8.71
Huron county, - - - - -	16.63
Total miles, - - - - -	<hr/> 25.33

Road Bed and Track.

Number of track sections in Michigan, - - - - -	33
Average length of sections,—miles, - - - - -	7
Average number of men in each section gang, - - - - -	4
Number of new ties put in whole line during the year, - - - - -	55,224
Number of new ties put in track in Michigan, - - - - -	55,224
Average number of new ties per mile of road, - - - - -	253
New rails put in track:	
Steel [tons 304] miles, - - - - -	5.53
Total miles of track laid with new rails, - - - - -	5.53

Bridges and Culverts.

Amount of trestle work replaced with earth during the year (linear feet), - - - - -	None.
Timber culverts replaced during the year, - - - - -	3
With timber,—number. - - - - -	3
New bridges built during the year,—number, - - - - -	None.

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of 20 to 30 tons weight, exclusive of tender, - - - - -	6	\$54,000 00
Number of locomotives of 10 to 20 tons weight, exclusive of tender, - - - - -	7	50,760 00
Total, - - - - -	<hr/> 13	<hr/> \$104,760 00
Number of passenger cars—8-wheel, including official cars, - - - - -	22	70,000 00
Number of express and baggage cars, - - - - -	3	3,846 00
Combination smoker, mail and baggage, - - - - -	3	7,000 00
Number of box freight cars, - - - - -	164	75,200 00
Number of stock cars, - - - - -	24	
Number of platform cars, - - - - -	80	
Number of conductors' way cars, - - - - -	1	400 00

Other cars as follows :

Snow plows,	-	-	-	-	-	-	2	\$1,200 00
Total,	-	-	-	-	-	-	299	\$193,646 00

Number of locomotives equipped with power brakes, —

Number of passenger-train cars equipped with power brakes, 28

Number of freight cars equipped with power brakes, 258

What patterns of power brakes have you in use, and number of locomotives and cars with each ?

Westinghouse. Locomotives, none; cars, 286.

Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885?

Yes.

What pattern or patterns have you adopted for use?

McCree.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

Miles run by passenger trains during the year,	-	-	-	241,997
Miles run by freight trains during the year,	-	-	-	149,472
Total mileage of trains earning revenue,	-	-	-	391,469

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of through passengers carried,	18,401		
Number of local passengers carried,	200,805		
Total number of passengers carried,	219,206		

Total passenger mileage, or passengers carried one mile,	6,961,481		
Average distance traveled by each passenger,	31,757		
Average amount received from each passenger,	-	-	\$0 77.1
Average rate of fare per mile for through passengers,	-	-	02.2
Average rate of fare per mile for local passengers,	-	-	02.5
Average rate of fare per mile for all passengers,	-	-	02.4

Freight Traffic.

Number of tons of through freight carried,	22,570
Number of tons of local freight carried,	75,888
Total tons of freight carried,	98,458

Total mileage of through freight,	-	-	-	-	1,475,520
Total mileage of local freight,	-	-	-	-	3,841,191
					<hr/>
Total freight mileage, or tons carried one mile,	-				5,316,711

Average ton haul of through freight, - - - -	65.37
Average ton haul for local freight, - - - -	50.6
Average ton haul for all freight, - - - -	54.0
Average amount received for each ton haul, - -	\$1 30
Average rate per ton per mile, received for through freight, - -	01.71
Average rate per ton per mile, received for local freight, - -	02.67
Average rate per ton per mile, received for all freight, - -	02.4

Freight Forwarded at Michigan Stations.

	Forwarded, Tons.
'Grain, - - - - -	36,576
Flour, - - - - -	}
Provisions (beef, pork, lard, etc.), - - - - -	
Animals, - - - - -	8,634
Other agricultural products, - - - - -	4,424
Lumber and forest products, - - - - -	6,456
Coal, - - - - -	}
Plaster, lime and cement, - - - - -	
Salt, - - - - -	
Petroleum, - - - - -	
Railroad iron, iron and steel rails, - - - - -	}
Pig and bloom iron, - - - - -	
Other iron and castings, - - - - -	
Ores, - - - - -	
Stone, brick and sand, - - - - -	}
Manufactures,—articles shipped from point of production, - - - - -	
Merchandise and other articles not enumerated above, - - - - -	6,915
	}
	18,600
Total forwarded, - - - - -	98,458

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain,	36,576	37.15
Flour,		
Provisions (beef, pork, lard, etc.,	8,634	8.76
Animals,	4,424	4.49
Other agricultural products,	6,456	6.67
Lumber and forest products,	16,853	17.02

	Tons.	Per Cent.
Coal, - - - - -	6,915	7.02
Plaster, lime and cement, - - - - -		
Salt, - - - - -		
Petroleum, - - - - -		
Railroad iron, iron and steel rails, - - - - -		
Pig and bloom iron, - - - - -		
Other iron and castings, - - - - -		
Ores, - - - - -	18,600	18.89
Stone, brick and sand, - - - - -		
Manufactures,—articles shipped from point of production, - - - - -		
Merchandise and other articles not enumerated above, - - - - -		
Total tons carried, - - - - -	98,458	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

Port Huron & Northwestern Express Company.

Freight received at depots and office of Canadian Express Company.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?

218 miles. Port Huron & Northwestern Railway Company.

TRANSPORTATION COMPANIES.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other than the exclusive property of your own or some other railroad company have been in use on your road, in the State of Michigan, during the year, on what terms respectively, and if rented by you or allowed mileage between local points in this State, the amount paid for the use of such cars during the period under report?

None.

Fast Freight Lines.

To what fast freight lines or other transportation companies, running cars upon your road, not the exclusive property of any railroad company paying taxes in this State upon its gross receipts, have you paid car mileage or car rentals, for the use of such cars, while in use for traffic between local points in this State, and what was the amount of such car rental or mileage paid?

None.

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR.

KILLED.

None.

INJURED.

September 23. Charles Wait, brakeman, Port Huron; his own carelessness.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accident.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions						
Coupling cars.....					1	
Derailments.....						
Falling from trains.....						
Frogs						
Getting on and off trains.....						
Highway crossings.....						
Miscellaneous						
Overhead obstructions.....						
Trespassers on trains.....						
Trespassers on tracks.....						
Total					1	

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year, -	-	-	-	—
Number of persons injured during the year, -	-	-	-	—
Number of casualties purely accidental, -	-	-	-	—
Number resulting from lack of caution, carelessness, or misconduct, -	-	-	-	1
Persons killed or injured while intoxicated, -	-	-	-	—
Trespassers and tramps killed or injured, -	-	-	-	—
Suicides, -	-	-	-	—

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employés.	Killed.	Injured.	Total.
Baggagemen.....			
Brakemen.....		1	
Conductors.....			
Engineers.....			
Firemen.....			
Laborers.....			
Shopmen.....			
Yardmen.....			
Not classified.....			
Total.....		1	

STATE OF MICHIGAN, }
COUNTY OF ST. CLAIR. } ss.

Henry McMorran, General Manager, and Treasurer, and F. L. Wells, Secretary, of the Port Huron & Northwestern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed, HENRY McMORRAN,
FRED. L. WELLS,

Subscribed and sworn to before me this 14th day of March, A. D. 1888.
E. C. CHAMBERLIN,
Notary Public St. Clair Co., Mich.

ANNUAL REPORT
OF THE
CHICAGO & NORTHWESTERN RAILWAY COMPANY,

For the Year ending December 31, 1887.

[Filed March 15, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

Chairman of the Board, ALBERT KEEP, Chicago, Ill.

President, M. HUGHITT, Chicago, Ill.

Vice President and Secretary, M. L. SYKES, New York, N. Y.

Comptroller, M. M. KIRKMAN, Chicago, Ill.

Auditor, J. B. REDFIELD, Chicago, Ill.

Treasurer, M. L. SYKES, New York, N. Y.

General Manager, J. M. WHITMAN, Chicago, Ill.

General Superintendent, S. SANBORN, Chicago, Ill.

Assistant General Superintendent :

P. HALLENBECK, Winona, Minn.

Division Superintendents :

W. B. LINSLEY, Escanaba, Mich.

E. J. CUYLER, Chicago, Ill.

CHAS. MURRAY, Chicago, Ill.

G. F. BIDWELL, Baraboo, Wis.

M. HOPKINS, Boone, Iowa.

H. M. HUGHES, Eagle Grove, Iowa.

W. P. COSGRAVE, Winona, Minn.

J. S. OLIVER, Huron, Dak.

Chief Engineer, H. G. BURT, Chicago, Ill.

Superintendent of Telegraph, G. H. THAYER, Chicago, Ill.

General Passenger Agent, E. P. WILSON, Chicago, Ill.

General Freight Agent, H. R. McCULLOUGH, Chicago, Ill.

Attorney, W. C. GOUDY, Chicago, Ill.

DIRECTORS.

A. G. DULMAN, New York, N. Y.
M. L. SYKES, New York, N. Y.
C. M. DEPEW, New York, N. Y.
S. F. BARGER, New York, N. Y.
ALBERT KEEP, Chicago, Ill.
D. P. KIMBALL, Boston, Mass.

Term expires June, 1888.

HORACE WILLIAMS, Clinton, Iowa.
D. O. MILLS, New York, N. Y.
JOHN M. BURKE, New York, N. Y.
MARVIN HUGHITT, Chicago, Ill.
N. K. FAIRBANKS, Chicago, Ill.

Term expires June, 1889.

W. K. VANDERBILT, New York, N. Y.
PERCY R. PYNE, New York, N. Y.
H. MCK. TWOMBLY, New York, N. Y.
F. W. VANDERBILT, New York, N. Y.
WM. L. SCOTT, Erie, Pa.
JOHN I. BLAIR, Blairtown, N. J.

Term expires June, 1890.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—June 7, 1859.

Number of stockholders at date of last election,	- - - - -	2,799
Number of stockholders in Michigan at same date,	- - - - -	6
Amount of full paid stock held in Michigan at same date,	- - - - -	\$110,300 00
Date of annual meeting of stockholders,—First Thursday in June.		
Fiscal year of Company ends May 31.		
General offices of the Company are located at Chicago, Ill.		

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$27,140,725 24
Total expenses, including taxes, - - - - -	\$16,010,266 61	
Net income, - - - - -	- - - - -	11,130,458 63
Interest on funded debt, - - - - -	\$5,230,793 21	
Sinking funds, - - - - -	58,000 00	
		5,288,793 21
Balance applicable to dividends, - - - - -	- - - - -	\$5,841,665 42
Dividends declared:		
6 per cent on common, - - - - -	\$1,881,894 00	
7 per cent on preferred, - - - - -	1,562,610 00	
		3,444,504 00
Balance for the year, - - - - -	- - - - -	\$2,397,161 42

Balance (profit and loss) last year,	-	-	-	-	\$14,388,043 63
Less items not included in above as follows:					
Amount transferred to "Cost of Road" on account of Net Income expended for construction purposes prior to May 31, 1886, and not capitalized,	-	-	-	-	\$10,000,000 00
Amount transferred to represent balance of computed interest on bonds accrued but not charged up,	-	-	-	-	762,059 58
Balance forward to next year,	-	-	-	-	6,023,145 47
					<hr/>
					\$16,785,205 05 \$16,785.205 05

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,—No fixed amount.					
Par value of shares,	-	-	-	-	\$100 00
Common stock outstanding (including stock of proprietary railroads),	-	-	-	-	\$52,540,115 97
Preferred stock,	-	-	-	-	22,325,454 56

Total amount outstanding as per books of the Company,	\$74,865,570 53
Paid in per mile of road,—4,208.79 miles,	\$17,787 91

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT, DECEMBER 31, 1887.

Name of Bond.	Issued.	Due.	Interest.		Amount.
			Per Cent.	Payable.	
Detroit & Madison	Jan. 1, 1863	Jan. 1, 1888	7	Jan. 1 and July 1	\$73,000
Peninsula R. R.....	July 1, 1863	Sept. 1, 1898	7	M'ch 1 and Sept. 1	152,000
Consolidated Sinking Fund.....	Jan. 16, 1865	Feb. 1, 1915	7	{ Feb. 1 and May 1 } Aug. 1 and Nov. 1 {	12,673,000
Chicago & Milwaukee Railway...	Jan. 1, 1863	July 1, 1898	7	Jan. 1 and July 1	1,700,000
Milwaukee & Madison Railway..	Sept. 1, 1880	Sept. 1, 1905	6	M'ch 1 and Sept. 1	1,600,000
Chicago & Tomah.....	Sept. 1, 1880	Nov. 1, 1905	6	May 1 and Nov. 1	1,528,000
Chicago, Milwaukee & N. W. R'y.	May 1, 1882	Nov. 1, 1905	6	May 1 and Nov. 1	750,000
Northwestern Union Railway.....	June 1, 1872	June 1, 1917	7	M'ch 1 and Sept 1	3,500,000
Madison Extension.....	Apr. 1, 1871	Apr. 1, 1911	7	Apr. 1 and Oct. 1	3,150,000
Menominee Extension.....	June 1, 1871	June 1, 1911	7	June 1 and Dec. 1	2,700,000
General Consolidated Gold	Nov. 30, 1872	Dec. 1, 1902	7	June 1 and Dec. 1	12,843,000
Menominee River R. R.....	July 1, 1876	July 1, 1906	7	Jan. 1 and July 1	400,000
Menominee River Extension.....	Jan. 1, 1880	July 1, 1906	7	Jan. 1 and July 1	160,000
Escauaba & Lake Sup. Railway...	July 1, 1881	July 1, 1901	6	Jan. 1 and July 1	720,000
Consolidated S. F. of 1879.....	Oct. 1, 1879	Oct. 1, 1929	6	Apr. 1 and Oct. 1	6,805,000
Consolidated S. F. of 1879.....	Oct. 1, 1879	Oct. 1, 1929	5	Apr. 1 and Oct, 1	8,155,000

FUNDED DEBT.—Continued.

Name of Bond.	Issued.	Due.	Interest.		Amount.
			Per Cent.	Payable.*	
S. F. Debentures of 1833.....	May 1, 1833	May 1, 1933	5	May 1 and Nov. 1	10,000,000
Debentures of 1909.....	July 1, 1884	Nov. 1, 1909	5	May 1 and Nov. 1	4,000,000
Chicago, Iowa & Neb.....	Aug. 15, 1863	Aug. 15, 1892	7	Feb. 15 and Aug. 15	129,000
O. R. & M. R., 1st Division.....	Aug. 1, 1861	Aug. 1, 1891	7	Feb. 1 and Aug. 1	700,000
C. R. M. R., 2d Division.....	Aug. 1, 1863	Aug. 1, 1894	7	Feb. 1 and Aug. 1	582,000
O. R. & M. R., 3d Division.....	May 1, 1866	May 1, 1916	7	May 1 and Nov. 1	2,332,000
C. R. & M. R., 7 per cent mortgage	June 1, 1884	July 1, 1909	7	June 1 and Dec. 1	769,000
Maple River R. R.....	July 1, 1877	July 1, 1897	7	Jan. 1 and July 1	402,500
W. & St. P. R. R., 1st mortgage...	Apr. 10, 1867	Past due....	7	.....	2,000
W. & St. P. R. R., 2d mortgage...	Nov. 1, 1867	Nov. 1, 1907	7	May 1 and Nov. 1	1,592,000
W. St. P. R. R., Extension, Gold..	Dec. 1, 1871	Dec. 1, 1916	7	June 1 and Dec. 1	4,253,000
Minn. Valley Railway	Oct. 1, 1878	Oct. 1, 1908	7	Apr. 1 and Oct. 1	150,000
Roch. & North, Minn. Railway...	Sept. 1, 1878	Sept. 1, 1908	7	M'ch 1 and Sept 1	200,000
Plainview R. R.....	Sept. 1, 1878	Sept. 1, 1908	7	M'ch 1 and Sept. 1	100,000
Dak. Cent. R'y (W. & St. P. Con.)..	May 1, 1882	Sept. 1, 1907	6	M'ch 1 and Sept. 1	1,065,000
Dak. Cent. R'y (Southeast Div.)...	Nov. 1, 1882	Nov. 1, 1907	6	May 1 and Nov. 1	2,000,000
Iowa Midland Railway.....	Aug. 1, 1870	Oct. 1, 1900	8	Apr. 1 and Oct 1	1,350,000
Ott. C. F. & St. P. R'y.....	M'ch 1, 1884	M'ch. 1, 1909	5	M'ch 1 and Sept 1	1,600,000
Des. M. & M. R. R.....	Feb. 1, 1882	Feb. 1, 1907	7	Feb. 1 and Aug. 1	600,000
North. Ill. R'y Co.....	Apr. 1, 1885	M'ch 1, 1910	5	M'ch 1 and Sept. 1	1,500,000
C. & N. W. R'y Extension of 1886.	Apr. 15, 1886	Aug. 15, 1926	4	Feb. 15 and Aug. 15	11,842,000
Total fuded debt (including funded debt of proprietary railroads).....					\$101,077,500

* Payable in New York.

UNFUNDED DEBT.

For What Incurred.	Is the Same to be Funded, or how Liquidated.	Amount.
For construction.....	.....	.....
For equipment.....	.....	.....
For real estate (coal lands.....	Will probably be paid in cash.....	\$125,000 00
For renewals.....	.....	.....
For miscellaneous.....	.....	.....
For current balances.....	Will probably be paid in cash.....	\$4,476,060 93
Total unfunded debt.....		\$4,601,060 93

RECAPITULATION.

Total funded debt, - - - - -	\$101,077,500 00
Total unfunded debt, - - - - -	4,601,080 92
Total debt liabilities, - - - - -	<u>\$105,678,580 92</u>
Amount of debt liabilities per mile of road,—4,208.79 miles, - - - - -	25,109 02
Total amount of stock and debt, - - - - -	180,544,151 45
Stock and debt per mile of road, miles, - - - - -	42,896 93

GENERAL BALANCE SHEET.—Dr.

Construction account, - - - - -	\$132,176,634 35
Equipment account, - - - - -	24,891,740 59
Other investments (specifying same):	
Bonds owned by Company, - - - - -	\$9,618,000 00
Cost of securities, - - - - -	12,647,468 22
	<u>22,265,468 22</u>
Cash items:	
Cash, - - - - -	\$4,429,061 82
Bills receivable, - - - - -	70,415 56
Due from agents, - - - - -	977,966 63
	<u>5,477,444 01</u>
Other assets:	
Materials and supplies, - - - - -	\$2,074,950 65
Debit balances from companies and individuals, - - - - -	733,735 66
	<u>2,808,686 31</u>
Total, - - - - -	<u>\$187,619,973 48</u>

GENERAL BALANCE SHEET,—Cr.

Capital stock,—including stocks of proprietary companies, -	\$74,865,570 53
Funded debt,—including stock of proprietary companies, -	101,077,500 00
Unfunded debt:	
Interest unpaid, - - - - -	\$1,504,519 71
Dividends unpaid, - - - - -	31,150 00
Notes payable, - - - - -	125,000 00
Vouchers and accounts, - - - - -	2,940,411 21
	<u>4,601,080 92</u>
Other liabilities (list as follows):	
Land income account, - - - - -	1,052,676 56
Profit and loss or income accounts, - - - - -	6,023,145 47
Total, - - - - -	<u>\$187,619,973 48</u>

COST OF ROAD AND EQUIPMENT,

Total Cost for Construction and Equipment of Road and Branches Built and Purchased by Company.

Total expended for construction and equipment, -	\$157,068,374	94
Average cost per mile of road (not including sidings),—	4,208.79	
miles, - - - - -	37,319	13
Proportion of cost for Michigan, - - - - -	12,863,899	91

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

MAIN LINE.

Extensions, - - - - -	\$1,680,312	00
Second track, - - - - -	443,350	90
New buildings and bridges, - - - - -	784,673	44
New fences, - - - - -	55,212	70
Machinery and tools, - - - - -	12,131	68
New locomotives, - - - - -	254,477	98
New cars, - - - - -	368,184	62
<hr/>		
Total charges to property account as above, - - - - -	\$3,598,343	32

Credits to property account, viz.:		
Income expended for construction and not capitalized, - - - - -	\$10,000,000	00
Proceeds of land grants, - - - - -	2,928,000	00
Discount on securities, etc., - - - - -	349,852	00
<hr/>		
	\$13,277,852	00
<hr/>		
Net credit to property account, - - - - -	\$9,679,508	68

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches:		
Local fares, - - - - -	\$5,835,374	43
Through fares, - - - - -	362,128	55
<hr/>		
Total passenger fares, - - - - -	\$6,197,502	98
<hr/>		
Express, - - - - -	388,431	67
Mails, - - - - -	524,493	45
<hr/>		
Total passenger earnings, - - - - -	\$7,110,428	10
<hr/>		
Proportion for Michigan, - - - - -	\$552,929	64
Per train mile, - - - - -	1	09.24
Per mile of road, - - - - -	1,721	13

FREIGHT EARNINGS.

Main line and branches:

Local traffic, - - - - -	\$18,052,421 38
Through traffic, - - - - -	1,620,706 97
Total traffic, - - - - -	\$19,673,128 35
Total freight earnings, - - - - -	\$19,673,128 35
Proportion for Michigan, - - - - -	1,529,845 42
Per train mile, - - - - -	1 42
Per mile of road, - - - - -	4,762 01
Total transportation earnings, - - - - -	\$26,783 556 45
Transportation earnings per mile of road, - - - - -	6,443 14
Transportation earnings per train mile, - - - - -	1 31.46
Miscellaneous receipts from operating account, other than for transportation, as follows :	
For rentals of tracks or terminals, - - - - -	28,950 50
From other sources, - - - - -	328,218 29
Total, - - - - -	\$357,168 79
Total earnings from operation of road, - - - - -	\$27,140,725 24
Total earnings per mile of road, - - - - -	6,569 60
Total earnings per train mile, - - - - -	1 33.21
Proportion of earnings for Michigan,* - - - - -	2,110,549 66
Total earnings per mile of road in Michigan (proportional), - - - - -	5,108 73
Total income from all sources, - - - - -	\$27,140,725 24
Proportion of income for Michigan, - - - - -	2,110,549 66

* The "Proportion of earnings for Michigan," as given above in answer to the question, is found by proportion as follows :

Average number of miles operated the entire year by the C. & N. W. Railway Co.,.....	4,181.26
Gross earnings of all miles operated.....	\$27,140,725 24
Average miles operated in Michigan.....	821.26
Giving proportion for Michigan.....	\$2,110,549 66

To enable the State of Michigan to compute a tax in accordance with section 3, article 8 of act number 174, approved June 7, 1883, a further report is here made as follows :

CHICAGO & NORTHWESTERN RAILWAY.

The length of road actually consolidated and represented by the Capital Stock of the Chicago & Northwestern Railway Company is 2,518.71 miles, of which the average number of miles operated twelve months is 2,508.57, and the number of miles of such road operated in the State of Michigan is 809.54, and the average miles operated in Michigan twelve months is 809.54.

Using the average miles of consolidated road with the gross earnings thereof, the proportion for Michigan is found as follows :

ANALYSIS OF EXPENSES.

CLASS 1.—Maintenance of Way and Buildings.

Repairs of roadway and track,	-	-	-	-	-	-	\$1,848,982	23
Renewals of rails,	-	-	-	-	-	-	287,108	91
Renewals of ties,	-	-	-	-	-	-	347,091	79
Repairs of bridges, including culverts and cattle guards,	-	-	-	-	-	-	350,622	52
Repairs of fences, road crossings, and signs,	-	-	-	-	-	-	162,913	20
Repairs of buildings,	-	-	-	-	-	-	391,524	44
Total,	-	-	-	-	-	-	\$3,388,243	09

CLASS 2.—Maintenance of Motive Power and Cars.

Repairs of locomotives,	-	-	-	-	-	-	\$1,015,603	54
Repairs of passenger cars,	-	-	-	-	-	-	352,078	08
Repairs of freight cars,	-	-	-	-	-	-	990,483	34
Total,	-	-	-	-	-	-	\$2,358,164	96

CLASS 3.—Conducting Transportation.

Fuel for locomotives,	-	-	-	-	-	-	\$1,760,259	48
Water supply,	-	-	-	-	-	-	104,154	58
Oil and waste,	-	-	-	-	-	-	219,099	18
Locomotive service,	-	-	-	-	-	-	1,873,754	97
Passenger train service,	-	-	-	-	-	-	356,539	14
Passenger train supplies,	-	-	-	-	-	-	75,662	51
Mileage of passenger cars,	-	-	-	-	-	-	13,926	75
Freight train service,	-	-	-	-	-	-	966,295	59
Freight train supplies,	-	-	-	-	-	-	24,401	91
Mileage of freight cars,	-	-	-	-	-	-	64,906	84
Telegraph expenses (maintenance and operating),	-	-	-	-	-	-	377,951	77
Damage and loss of freight and baggage,	-	-	-	-	-	-	53,091	55
Damages to property and cattle,	-	-	-	-	-	-	42,266	91

Average miles of consolidated road operated twelve months.....	2,508.57
Gross earnings of consolidated road.....	\$22,779,555 49
Average miles operated in Michigan.....	309.54
Giving "proportion of earnings for Michigan".....	\$2,810,837 80

IRON RIVER RAILWAY (ALL IN MICHIGAN).

The length of road represented by the Capital Stock of the Iron River Railway Company is 35.16 miles, of which the average number of miles operated twelve months is 11.72.

Total gross earnings	\$24,875 76
Proportion for Michigan (all).....	24,875 76

IRON RANGE RAILWAY (ALL IN MICHIGAN).

Now under construction ;	
Miles built.....	None.
Miles operated.....	None.
Gross earnings.....	Nothing

Personal injuries, - - - - -	\$193,875 39
Agents and station service, including \$10,980.93 yard service, - - - - -	2,179,059 27
Station supplies, - - - - -	85,594 65
Total, - - - - -	\$8,390,840 49

CLASS 4.—General Expenses.

Salaries of the general officers of the Company, - - - - -	\$150,350 00
Salaries of clerks in general offices, - - - - -	256,367 72
Law expenses, - - - - -	68,846 92
Insurance, - - - - -	1,583 51
Stationery and printing, - - - - -	167,767 05
Outside agencies and advertising, - - - - -	312,817 48
Contingencies, - - - - -	204,788 24
Taxes, - - - - -	710,497 15
Total, - - - - -	\$1,873,018 07

RECAPITULATION OF EXPENSES.

	Per Cent Of Expenses.	
Maintenance of way and buildings, - - - - -	21.16	\$3,388,243 09
Maintenance of motive power and cars, - - - - -	14.73	2,358,164 96
Conducting transportation, - - - - -	52.41	8,390,840 49
General expenses, including taxes, - - - - -	11.70	1,873,018 07
Total operating expenses and taxes, - - - - -	100.00	\$16,010,266 61
Operating expenses and taxes per mile of road, - - - - -		\$3,875 40
Operating expenses and taxes per train mile run, for trains earning revenue,—20,373 527 miles, - - - - -	78.58	
Proportion of operating expenses and taxes for Michigan, - - - - -		1,245,009 57
Total proportion of expenses for Michigan, - - - - -		\$1,245,009 57
Percentage of expenses and taxes to earnings, 58.99.		
Net earnings per mile of road, - - - - -		\$2,694 20
Net earnings per train mile, - - - - -		54.63

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:

Termini.	When Built.	Miles.
Escanaba to Negaunee.....	In 1864.....	62.00
Negaunee to Lake Angeline.....	In 1870.....	6.00
Marinette to Escanaba.....	In 1872.....	64.65
Powers to Quinnesec.....	In 1877.....	24.71
Quinnesec to Menominee River.....	In 1880.....	3.18
Second Crossing of Menominee River to Crystal Falls.....	In 1882.....	12.20
Iron River Junction to Stambaugh.....	In 1882.....	19.50
Narenta to Metropolitan.....	In 1882.....	34.86
Iron River to Watersmeet.....	In 1887.....	35.16
Branches to mines:		
Off Main Line.....	At various dates.....	40.85
Off Menominee R. R. R. Line.....	At various dates.....	28.20
Off Escanaba & Lake Superior Line.....	At various dates.....	8.44
Total.....		344.70

MAIN LINE OR CONSOLIDATED ROAD.

Road Belonging to Chicago & Northwestern Railway.

Divisions.	Total.	Illinois.	Iowa.	Wiscon- sin.	Michi- gan.	Minne- sota.	Dakota.
Lines chartered as or consolidated with Chicago & Northwestern Railway:							
Chicago to Council Bluffs.....	491.00	137.88	353.12				
Chicago to Freeport.....	120.00	121.00					
Geneva to Aurora.....	9.40	9.40					
Geneva to St. Charles.....	2.40	2.40					
Elgin to Lake Geneva.....	45.04	35.82		9.22			
South Branch Junction to River (Chicago).....	4.50	4.50					
Clinton to Anamosa (Quarry).....	73.57		73.57				
Stanwood to Tipton.....	8.50		8.50				
Out off near Cedar Rapids.....	5.96		5.96				
Des Moines to T. & N. W. Con.....	57.84		57.84				
Belle Plains to Muchakinoek.....	64.00		64.00				
Maple River Junction to Onawa.....	80.85		80.85				
Wall Lake to Menville.....	79.87		79.87				

MAIN LINE.—Continued.

Divisions.	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	Dakota.
Boone to Coal Banks.....	8.25	-----	8.25	-----	-----	-----	-----
Carroll to Kirkman.....	84.81	-----	84.81	-----	-----	-----	-----
Manning to Audubon.....	55.00	-----	17.00	-----	-----	-----	-----
Chicago to Fort Howard.....	242.20	69.78	-----	172.47	-----	-----	-----
Appleton Water Power Extension.....	8.63	-----	-----	8.63	-----	-----	-----
Kenosha to Rockford.....	72.10	44.03	-----	28.07	-----	-----	-----
Chicago to Montrose.....	5.20	5.20	-----	-----	-----	-----	-----
Chicago to Milwaukee.....	85.00	44.00	-----	40.40	-----	-----	-----
Milwaukee to Fond du Lac.....	62.63	-----	-----	62.63	-----	-----	-----
Sheboygan to Princeton.....	78.40	-----	-----	78.40	-----	-----	-----
Milwaukee to Montfort.....	140.88	-----	-----	140.88	-----	-----	-----
Montfort to Galena.....	46.34	10.30	-----	36.04	-----	-----	-----
Montfort to Woodman.....	30.50	-----	-----	30.50	-----	-----	-----
Platteville Junction to Platteville.....	4.00	-----	-----	4.00	-----	-----	-----
Lancaster Junction to Lancaster.....	12.04	-----	-----	12.04	-----	-----	-----
Janesville to Afton.....	6.10	-----	-----	6.10	-----	-----	-----
Belvidere to Winona.....	227.00	21.00	-----	205.87	-----	.18	-----
Winona Junction to La Crosse.....	8.96	-----	-----	8.96	-----	-----	-----
Trempealeau to Galesville.....	6.71	-----	-----	6.71	-----	-----	-----
Evansville to Janesville.....	16.10	-----	-----	16.10	-----	-----	-----
Ft. Howard to Ishpeming.....	182.10	-----	-----	49.45	132.65	-----	-----
Powers to Crystal Falls.....	58.77	-----	-----	18.73	40.04	-----	-----
Iron River Junction to Stambaugh.....	19.50	-----	-----	-----	19.50	-----	-----
Narenta to Metropolitan.....	34.86	-----	-----	-----	34.86	-----	-----
Branches to mines :							
Off Main Line.....	40.85	-----	-----	-----	40.85	-----	-----
Off E. & L. S. Line.....	8.44	-----	-----	-----	8.44	-----	-----
Off Menominee River Line.....	82.91	-----	-----	4.71	28.20	-----	-----
Total.....	2,518.71	505.86	778.27	924.91	309.54	.18	-----

	Miles. 100ths.	Miles. 100ths.
Total length completed,	-	2,518 71
Total length of branches owned by Company in Michigan,	77 49	-
Total length of road belonging to this Company,	-	2,518 71
Total length of road belonging to this Company in Michigan,	309 54	-

Aggregate length in Michigan of sidings, spurs, and
other tracks not above enumerated, approximate,
Aggregate length of tracks in Michigan belonging to
this Company, computed as single track, approximate,
Gauge of track in Michigan, 4 feet 8½ inches.

Miles. 100ths.
56 43
365 97

Proprietary or Leased Roads Operated by this Company.

Name, description, and length of each:

Proprietary Lines.	Total.	Illinois.	Iowa.	Wiscon- sin.	Michigan.	Minne- sota.	Dakota.
Northern Illinois Railway.....	77.00						
Belvidere to Spring Valley.....		77.00					
Sycamore & Cortland R. R.....	4.64						
Sycamore to Cortland.....		4.64					
Princeton & Western Railway ...	16.06						
Valley Junction to Necedah.....				16.06			
Iron River Railway.....	85.16						
Iron River to Watersmeet.....					85.16		
Toledo & Northwestern Railway	385.19						
Tama to Elmore.....			164.56				
Jewell Junc. to D. M. & M. Con..			1.75				
Jewell Junc. to Wall Lake Jc..			73.68				
Eagle Grove to Hawarden.....			145.20				
Winona & St. Peter R. R.....	448.48						
Winona to Watertown.....						288.50	84.48
Mankato Junc. to Mankato.....						8.75	
Sleepy Eye to Redwood Falls ..						24.40	
Rochester to Zumbrota.....						24.48	
Eyota to Plainview						15.01	
Eyota to Chatfield.....						11.48	
Tracy to Dakota Line.....						46.40	
Dakota Central Railway	723.55						
Minnesota State Line to Pierre							209.11
James Valley Junc. to Oakes..							131.48
Watertown to Redfield.....							71.00
Watertown Junc. to Watertown							48.88
Iroquois to Hawarden (St. Line)							125.49
Centreville to Yankton.....							28.46
Redfield to Gettesburg.....							75.88
Doland to Groton							38.86
Total	1,690.08	81.64	385.19	16.06	85.16	414.00	758.08

Recapitulation.

Proprietary Lines.	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	Dakota.
C. & N. W. Railway (chartered or consolidated).....	2,518.71	505.86	778.27	924.91	309.54	.18	.....
Proprietary Lines.....	1,690.08	81.64	835.19	16.08	85.16	414.00	758.03
Total miles.....	4,208.79	587.50	1,183.46	940.97	394.70	414.18	758.03

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of,	19,	aggregate length, feet,	2,450
Iron bridges, number of,	3;	aggregate length, feet,	348
Combination bridges, number of,	2;	aggregate length, feet,	352
Wooden trestles, number of,	191;	aggregate length, feet,	20,126
Total,	215;		23,276

Draw Bridges in Michigan.

How many on your line?		}	None.
Where located, when built, and length of draw span,			

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality ?	
Wisconsin & Michigan R. R., at Menominee (3 crossings).	
Duluth, South Shore & Atlantic R. R., at Lake Angeline.	
Duluth, South Shore & Atlantic R. R., at Negaunee.	
Milwaukee & Northern R. R., at Antoine.	
Minn. S., Ste. M. & Atl. R. R., at Narenta.	
Minn. S., Ste. M. & Atl. R. R., at Hermansville.	
What railroads cross your road either over or under your grade in this State, and where?	
Over grade:	
Duluth, South Shore & Atlantic R. R. at Negaunee.	2
Minn. S., Ste. M. & Atl. R. R., at Flat Rock.	
Milwaukee & Northern R. R., at Antoine.	
At what crossings are interlocking and derailing switches in operation?	
None.	
Number of crossings of highways at grade in this State,	82
Number of crossings of highways at grade in this State, at which there are gates or flagmen,	6
Number of crossings at which there are electric or automatic signals,	None.
Number of crossings of highways over or under railroad (over, —; under, 4),	4
Number of highway bridges, 18 feet above track,	None.
Number of highway bridges, less than 18 feet above track,	None.

Have safety-guards been erected at over-head obstructions?	Yes.
Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883?	Yes.
How are they treated?	
Oak block fitted to space and renewed as required.	

Stations.

Number of stations on whole line at which there are buildings and agents,	677
Same in Michigan, at which there are buildings and agents,	32

Employés.

Number of persons regularly employed on all roads operated by Company, including officials,	16,915
Same in Michigan,	1,098
Classify your employés as per following list:	

	Number.
Baggagemen,—train,	291
Brakemen,	1,139
Conductors,	617
Engineers,	928
Firemen,	949
Laborers, including section laborers,	5,227
Shopmen,	1,747
Yardmen,	740
Others,	5,277

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you ?	269
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed :	
Delta,	30.98
Menominee,	83.75
Marquette,	127.69
Total,	242.33

Road Bed and Track.

Number of track sections in Michigan,—about,	53
Average length of sections (miles)—about,	6.50
Average number of men in each section gang,—about,	3 50
Number of new ties put in whole line during the year,	1,044,011
Number of new ties put in track in Michigan,	64,454
Average number of new ties per mile of road,	254

New rails put in track :				
Steel [tons 14,319 2169-2240], miles,—about,	-	-	-	143
Total miles of track laid with new rails,—about	-	-	-	143

Bridges and Culverts.

Amount of trestle work replaced with earth during the year (linear feet),	-	-	-	-	None in Michigan.
Timber culverts replaced during the year,	-	-	-	-	
With iron pipe,—number,	-	-	-	-	
With sewer pipe,—number,	-	-	-	-	
With timber,—number,	-	-	-	-	
New bridges built during the year,—number,	-	-	-	-	61

Location.	Kind.	Material.	Month built.	Feet in length.
Iron River to Watersmeet...	8 Howe truss.....	Wood	June & July	576
	53 pile bridges	Wood	Jan. to July	3,856
Total				4,432

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of more than 30 tons weight, exclusive of tender,	578	
Number of locomotives of 20 to 30 tons weight, exclusive of tender,	156	
Number of locomotives of 10 ton weight, exclusive of tender,	2	
Total,	736	\$3,385,600 00
Number of passenger cars—12-wheel, including parlor and official cars,	228	576,000 00
Number of passenger cars—8-wheel, including official cars,	86	206,400 00
Number of express and baggage cars,	112	112,000 00
Number of box freight cars,	12,566	3,769,800 00
Number of stock cars,	1,914	574,200 00
Number of platform and coal cars,	3,647	948,220 00
Number of ore cars,	4,198	629,700 00
Number of conductor's way cars,	417	250,200 00
Other cars as follows:		
Dining,	9	
Milk,	28	
Mail,	26	
Combination,	50	
Boarding (for men),	18	
Dump,	25	

	Number.	Present Estimated Value.
Pile driving and wrecks, - - - - -	28	
Ditching, - - - - -	82	
	<hr/> 266	<hr/> \$223,700 00
Total, - - - - -	<hr/> 23,434	<hr/> \$7,290,220 00
Grand total, - - - - -	-	<hr/> \$10,675,820 00

Number of locomotives equipped with power brakes, 469
Number of passenger-train cars equipped with power brakes, 539
Number of freight cars equipped with power brakes,—about, 217
What patterns of power brakes have you in use, and number of locomotives and cars with each?
Locomotives, with American steam brake, 24.
Locomotives, with Westinghouse air brake, 445.
Passenger cars, with Westinghouse air brake, 539.
Freight cars, with Westinghouse air brake, 217.
Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885?
Yes.
What pattern or patterns have you adopted for use?
The Blocker automatic car coupler.

MILEAGE, TARIFF, ETC.

Train Mileage.

Miles run by passenger trains during the year, - - -	6,508,959
Miles run by freight trains during the year, - - -	13,864,568
Total mileage of trains earning revenue, - - -	<hr/> 20,373,527

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of through passengers carried, -	71,015		
Number of local passengers carried, -	10,391,893		
Total number of passengers carried, -	<hr/> 10,462,908		
Total passenger mileage, or passengers carried one mile,	266,543,852		
Average distance traveled by each passenger, - -	25.48		
Average amount received from each passenger, - -			\$0 59.23
Average rate of fare per mile for through passengers, - -			02.42
Average rate of fare per mile for local passengers, - -			02.32
Average rate of fare per mile for all passengers, - -			02.33

Freight Traffic.

Number of tons of through freight carried, - - - - -	399,850
Number of tons of local freight carried, - - - - -	10,437,633
Total tons of freight carried, - - - - -	10,837,483
Total mileage of through freight, - - - - -	172,191,130
Total mileage of local freight, - - - - -	1,733,791,913
Total freight mileage, or tons carried one mile, - - - - -	1,905,983,043
Average ton haul for through freight, - - - - -	431
Average ton haul for local freight, - - - - -	166
Average ton haul for all freight, - - - - -	176
Average amount received for each ton haul, - - - - -	1 81
Average rate per ton per mile, received for through freight, - - - - -	0.94
Average rate per ton per mile, received for local freight, - - - - -	1.04
Average rate per ton per mile, received for all freight, - - - - -	1.03

Freight forwarded at Michigan Stations.

	Forwarded Tons.
Grain, - - - - -	836
Flour, - - - - -	327
Provisions (beef, pork, lard, etc.), - - - - -	424
Animals, - - - - -	1,003
Other agricultural products, - - - - -	2,256
Lumber and forest products, - - - - -	306,320
Coal, - - - - -	51,539
Plaster, lime and cement, - - - - -	263
Salt, - - - - -	69
Petroleum, - - - - -	426
Railroad iron, iron and steel rails, - - - - -	933
Pig and bloom iron, - - - - -	30,775
Other iron and castings, - - - - -	367
Ores, - - - - -	1,833,276
Stone, brick and sand, - - - - -	4,894
Manufactures,—articles shipped from point of production, - - - - -	5,857
Merchandise and other articles not enumerated above, - - - - -	37,667
Total forwarded, - - - - -	2,277,232

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain. - - - - -	1,557,171	14.36
Flour, - - - - -	184,236	1.70
Provisions (beef, pork, lard, etc., - - - - -	136,790	1.27

	Tons.	Per cent.
Animals, - - - - -	486,184	4.49
Other agricultural products, - - - - -	365,258	3.38
Lumber and forest products, - - - - -	1,213,611	11.19
Coal, - - - - -	1,515,448	13.99
Plaster, lime and cement, - - - - -	85,983	.79
Salt, - - - - -	46,158	.43
Petroleum, - - - - -	59,261	.55
Railroad iron, iron and steel rails. - - - - -	233,172	2.15
Pig and bloom iron, - - - - -	116,409	1.08
Other iron and castings, - - - - -	24,517	.23
Ores, - - - - -	2,409,108	22.22
Stone, brick and sand, - - - - -	309,641	2.85
Manufactures,—articles shipped from point of production, - - - - -	552,985	5.10
Merchandise and other articles not enumerated above, - - - - -	1,541,551	14.22
Total tons carried, - - - - -	10,837,483	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road. and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company and United States Express Company. For terms and conditions as to rates, see statement attached. The express companies have no care of machinery or repairs of cars.

They do a miscellaneous business, restricted to lighter articles properly belonging to express business. The express companies deliver their freight into this Company's care.

Route.	Rate per diem on Limited Tonnage, — Whole Route.	Limit of Pounds to be Carried each Day, whole Route, at Regular Per Diem Rate.	Tonnage for Week of Six Days.	Tonnage for Week of Seven Days.	Rate per 100 Pounds Carried whole Length of Route, to be Paid on Excess of Tonnage.	Remarks.
<i>American Express Company.</i>						
Chicago to Council Bluffs...	\$275 00	15,000	90,000	105,000	{ \$1 25 1 00	On merchandise. On fruit, fish, oysters, and vegetables.
Chicago to Freeport	80 00	12,000	72,000	84,000	50	
Elgin to Lake Geneva.....	5 00	2,000	12,000	14,000	25	
Chicago to Ishpeming.....	281 48	10,000	60,000	70,000	{ 1 50 1 00	On merchandise. On fruit, fish, oysters, fresh meat and vegetables.
Kenosha to Rockford.....	5 07	1,000	6,000	7,000	85	
Chicago to Winona.....	185 88	10,000	60,000	70,000	{ 1 05 60	On merchandise. On fish, oysters, fruit, and vegetables.
W. & St. P. R. R. & branches, including Dakota Division	104 95	6,666	40,000	46,666	{ 1 50 1 00	On merchandise. On fish, fruit, vegetables, oysters and fresh meat.
Clinton to Anamosa.....	6 25	1,000	6,000	7,000	80	
Stanwood to Tipton.....	2 00	500	3,000	3,500	25	
Maple River R. R. and Branches.....	11 18	1,500	9,000	10,500	80	
Des M. & Minne. R. R.....	10 00	2,000	12,000	14,000	85	
Northern Iowa Divison.....	25 52	2,000	12,000	14,000	75	
Milwaukee & Galena Line...	80 00	3,000	18,000	21,000	75	
Iowa Southwestern Railway.....						\$50 per month.
Belle Plains to Muchakinock.....		500	3,000	3,500	40	\$50 per month.
Sheboygan to Princeton.....						36 cents per cwt. on all freight.
Sycamore to Cortland.....						10½ cents per cwt. on all freight.
North Illinois Railway						50 cents per cwt. on all freight.
<i>United States Express Company.</i>						
Chicago to Milwaukee.....	66 66	17,000	102,000	119,000	{ 40 80	On local business between Chicago and Milwaukee and intermediate stations. On business from and to points on M., L. S. & W. Railway.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?
The entire length of road is afforded telegraph facilities by the lines of the Western Union Telegraph Company, in which this company owns certain wires or rights to their use.

TRANSPORTATION COMPANIES.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other than the exclusive property of your own or some other railroad company have been in use on your road, in the State of Michigan, during the year, on what terms respectively, and if rented by you or allowed mileage between local points in this State, the amount paid for the use of such cars during the period under report?

Wagner Palace Car Co., New York, N. Y., \$2,492.58.

Pullman Palace Car Co., Chicago, Ill., 7.80.

Fast Freight Lines.

To what fast freight lines or other transportation companies, running cars upon your road, not the exclusive property of any railroad company paying taxes in this State upon its gross receipts, have you paid car mileage or car rentals for the use of such cars, while in use for traffic between local points in this State, and what was the amount of such car rental or mileage paid?

None.

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

May 2. W. J. Brockington, brakeman, Iron Mountain, coupling; want of caution.

May 3. Thos. O'Neill, switchman, Escanaba, uncoupling; want of caution.

May 26. Jacob Jockey, laborer, Negaunee, stealing a ride; carelessness.

June 10. Allen Keppin, brakeman, Faunus, fell off train; want of caution.

June 17. C. Anderson, Negaunee, drunk on track; carelessness.

July 12. G. L. Reis, Iron River, crossing track, want of caution.

July 30. C. Wilson, laborer, Ingalls, unknown, found on track; want of caution.

August 11. D. Desbin, Paint River, bursting water tank; accidental.

August 11. E. Ducker, laborer, Paint River, bursting of water tank, accidental.

August 11. Gus. Larson, laborer, Paint River, bursting of water tank; accidental.

August 11. Jas. Mitchell, laborer, Paint River, bursting of water tank; accidental.

August 11. Geo. Stock, laborer, Paint River, bursting of water tank; accidental.

August 11. W. Johnson, laborer, Paint River, bursting of water tank; accidental.

August 17. E. Lindquist, Quinnesec, asleep on track; carelessness.

September 27. Louis Ponto, brakeman. Spread Eagle, fell off train; want of caution.

September 29. L. Johnson, brakeman, Delanghery, fell off train; want of caution.

INJURED.

- January 3. D. Brunette, Daggett, driving across track; want of caution.
January 3. H. A. Peterson, tie inspector, Indian Town, fell off hand car; want of caution.
February 2. John Swanson, laborer, Wallace, drunk, stepped off train; carelessness.
February 2. Hugh Watson, Menominee, getting on train; carelessness.
February 3. J. McDonald, laborer, Delanghery, walking on track; carelessness.
February 26. John Gaffney, switchman, Escanaba, coupling; want of caution.
February 28. James Wood, brakeman, Wallace, coupling; want of caution.
March 5. Miss Donnelly, Powers, stood too close to track; want of caution.
March 8. John Youngman, brakeman, Mastodon, coupling; want of caution.
March 12. Harry Conway, Powers, getting on car; carelessness.
April 2. A. Pepper, brakeman, Escanaba, jumped off car; want of caution.
April 8. J. Farnsworth, conductor, Bagley, getting on car ladder, slipped; want of caution.
May 2. Ed. Smith, switchman, Vulcan, coupling; want of caution.
May 2. P. L. Williams, switchman, Wacedah, walking over bridge and slipped; want of caution.
May 3. John Jacobson, laborer, Metropolitan, getting on car; want of caution.
May 4. Jas. Johnson, section foreman, Stephenson, hand car jumped track; accidental.
May 5. Jas. Lamb, switchman, Escanaba, coupling; want of caution.
June 2. H. Powers, switchman, Escanaba, coupling; want of caution.
June 3. Frank Kane, brakeman, Houles, knocked off car by water tank spout; want of caution.
June 9. E. Hossinger, switchman, Ishpeming, lost balance, jumped from train; want of caution.
June 28. H. Tender, brakeman, Crystal Falls, coupling; want of caution.
July 2. Andrew Aleson, laborer, Escanaba, struck by ore spout; want of caution.
July 12. K. Schlicht, Iron river, thrown off car by shock; carelessness.
July 12. Gus Anderson, section foreman, Wacedah, hit by a rock; accidental.
July 18. Tom Winters, Iron Mountain, lying on track drunk; carelessness.
July 19. G. W. Porter, brakeman, Paint River, coupling; want of caution.
July 20. Nels Rouse, laborer, Escanaba, getting on car; want of caution.
July 20. H. Group, laborer, Escanaba, hand on rail; want of caution.
July 21. F. Grumska, switchman, Norway, coupling; want of caution.
August 3. G. Wagner, brakeman, Iron River, coupling; want of caution.
August 5. L. Heminger, carpenter, Escanaba, plank fell on him; want of caution.

August 11. John McKenna, laborer, Paint River, bursting of water tank; accidental.

August 11. Chas. Peterson, laborer, Paint River, bursting of water tank; accidental.

August 11. Thos. Sheridan, laborer, Paint River, bursting of water tank; accidental.

August 11. Jas. Brown, laborer, Paint River, bursting of water tank; accidental.

August 11. Harry Jones, laborer, Paint River, bursting of water tank; accidental.

August 11. James Erickson, laborer, Paint River, bursting of water tank; accidental.

August 11. W. McCarthy, laborer, Paint River, bursting of water tank; accidental.

August 18. P. Rodgers, laborer, Narenta, caving of gravel banks; want of caution.

August 19. Thos. Nelson, car repairer, Youngstown, knocked off car by trestle; want of caution.

August 20. W. R. Vaughan, brakeman, Escanaba, coupling cars; want of caution.

August 21. Andrew Bake, laborer, Escanaba, finger caught in cog wheel; want of caution.

August 27. Henry Weber, Menominee, getting on train; want of caution.

August 28. A. Anderson, car repairer, Escanaba, repairing cars; want of caution.

August 31. H. Ward, brakeman, Stambaugh, uncoupling cars; want of caution.

September 3. J. Cronan, brakeman, Cedar Siding, fell off car; want of caution.

September 6. E. Hosseman, switchman, Deer Lake, coupling; want of caution.

September 21. M. Sheahan, brakeman, Nadeau, coupling; want of caution.

September 21. Mike White, brakeman, Tamarac Siding, derailment; accidental.

September 24. E. Shearns, brakeman, Cedar, collision.

September 28. Joe Leclair, brakeman, Watersmeet, coupling; want of caution.

October 10. H. Kline, laborer, spread Eagle, sitting on track; carelessness.

October 14. Dell Hurd, brakeman, Crystal Falls, getting on moving train; want of caution.

October 16. W. Thompson, brakeman, Daggett, getting off moving train; want of caution.

November 9. Chas. Brandette, brakeman, Antoine, coupling; want of caution.

November 10. Theo. Dox, brakeman, Escanaba, coupling; want of caution.

November 10. E. Golden, brakeman, Nadeau, coupling; want of caution.

December 29. Frank Riley, switchman, Escanaba, knocked off car ladder; want of caution.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accident.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions					1	
Coupling cars		2			18	
Derailments					2	
Falling from trains		8			8	
Frogs						
Getting on and off trains					6	
Highway crossings			1			1
Miscellaneous		7	1		16	
Overhead or side obstructions					5	
Trespassers on trains						4
Trespassers on tracks			2			2
Total		12	4		51	7

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year,	-	-	-	-	16
Number of persons injured during the year,	-	-	-	-	58
Number of casualties purely accidental,	-	-	-	-	16
Number resulting from lack of caution, carelessness, or misconduct,	-	-	-	-	58
Persons killed or injured while intoxicated,	-	-	-	-	4
Trespassers and tramps killed or injured,	-	-	-	-	8
Suicides,	-	-	-	-	—

CLASSIFICATION OF EMPLOYEES.

KILLED OR INJURED IN MICHIGAN.

Employees.	Killed.	Injured.	Total.
Baggagemen			
Brakemen	4	19	23
Conductors		1	1
Engineers			
Firemen			
Laborers	7	16	23
Shopmen			
Yardmen	1	9	10
Not classified above		6	6
Total	12	51	63

STATE OF ILLINOIS, }
COUNTY OF COOK. } ss.

Marvin Hughitt, President, and J. B. Redfield, Auditor, of the Chicago & Northwestern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed,

MARVIN HUGHITT,
J. B. REDFIELD.

Subscribed and sworn to before me this 12th day of March, A. D. 1888.

[L. S.]

J. F. CLEVELAND.

Notary Public.

ANNUAL REPORT
OF THE
MASON & OCEANA RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed March 19, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President. HORACE BUTTERS, Ludington, Mich.
Vice President, RICHARD G. PETERS, Manistee, Mich.
Secretary and Treasurer. M. F. BUTTERS, Ludington, Mich.

DIRECTORS.

R. G. PETERS, Manistee, Mich.
HORACE BUTTERS, Ludington, Mich.
M. F. BUTTERS, Ludington, Mich.
ROBERT ARNOTT, Ludington, Mich.
PAT. O'CONNOR, Ludington, Mich.

Terms expire January 9, 1889.

STOCKHOLDERS, STOCK, AND GENERAL OFFICES.

When chartered or articles of association filed,—August 9, 1886.

Number of stockholders at date of last election, - - - - -	7
Number of stockholders in Michigan at same date, - - - - -	7
Amount of full paid stock held in Michigan at same date, - - - - -	\$150,000

Date of annual meeting of stockholders,—Second Monday in January.

Fiscal year of Company ends December 31.

General offices of the Company are located at Ludington, Michigan.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$28,613 21
Total expenses, - - - - -	\$21,019 94	
Net income, - - - - -	- - - - -	\$7,593 27
Interest on unfunded debt, - - - - -	1,562 19	
Balance for the year, - - - - -	- - - - -	6,031 08
Balance forward to next year, - - - - -	\$6,031 08	
	\$6,031 08	\$6,031 08

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$150,000 00
Par value of shares, - - - \$100.00	
No. of shares issued, - - - 1,500	
Amount paid in on common, - - - -	\$150,000 00
Total amount paid in, as per books of the Company, -	150,000 00
Paid in per mile of road owned by Company, 21.28 miles, - - - - -	\$7,048 86

GENERAL BALANCE SHEET,—DR.

Construction account, - - - - -	\$136,554 85
Equipment account, - - - - -	32,664 70
Other investments (specifying same):	
Fencing, - - - - -	2,185 71
Real estate, - - - - -	741 78
Right of way account, - - - - -	5,871 17
	\$178,018 21
Cash items:	
Cash, - - - - -	5,493 32
Other assets:	
Materials and supplies, - - - - -	\$3,401 91
Sinking funds, - - - - -	537 76
Debit balance from companies and individuals, - - - - -	317 70
	4,257 37
Total, - - - - -	\$187,768 90

GENERAL BALANCE SHEET,—Cr.

Capital stock, - - - - -	\$150,000 00
Unfunded debt:	
Vouchers and accounts, - - - - -	31,737 82
Profit or loss, or income accounts, - - - - -	6,031 08
Total, - - - - -	<u>\$187,768 90</u>

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

None.

UNFUNDED DEBT.

Miscellaneous, - - - - -	\$31,737 82
Total, - - - - -	<u>\$31,737 82</u>

RECAPITULATION.

Total unfunded debt, - - - - -	\$31,737 82
Total debt liabilities, - - - - -	<u>\$31,737 82</u>
Amount of debt liabilities per mile of road, - - - - -	1,491 43
Total amount of stock and debt, - - - - -	\$181,737 82
Stock and debt per mile of road, - - - - -	8,540 29

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road, and Branches Built by Company.

Total expended for construction and equipment, - - - - -	\$169,219 55
Average cost per mile of road (not including sidings),—	
21.28 miles, - - - - -	7,952 04
Proportion of cost for Michigan, - - - - -	169,219 55

CHARGES AND CREDITS DURING THE YEAR.

For new construction, - - - - -	\$23,200 90
For new equipment, including machinery and tools, - - - - -	6,944 00
Total charges, - - - - -	<u>\$30,144 90</u>
Net debit to property account during the year, - - - - -	30,144 90

ANALYSIS OF EARNINGS AND EXPENSES.

EARNINGS.

From passengers,	-	-	-	-	-	-	-	-	\$329 82
From freight,	-	-	-	-	-	-	-	-	28,283 39
Total earnings,	-	-	-	-	-	-	-	-	\$28,613 21
Earnings per mile of road operated,—21.28 miles,	-	-	-	-	-	-	-	-	1,344 60
Earnings per train mile run from all trains earning revenue,—	-	-	-	-	-	-	-	-	
13,200 miles,	-	-	-	-	-	-	-	-	2 16
Receipts other than for transportation,	-	-	-	-	-	-	-	-	None.
Total earnings,	-	-	-	-	-	-	-	-	28,613 21
Total taxable earnings in Michigan,	-	-	-	-	-	-	-	-	28,613 21
Total income,	-	-	-	-	-	-	-	-	28,613 21
Proportion for Michigan,	-	-	-	-	-	-	-	-	28,613 21

EXPENSES.

	Per Cent.	Total.
Class 1. Maintenance of way and buildings,	6.15	\$1,292 50
Class 2. Maintenance of motive power and cars,	19.90	4,184 81
Class 3. Conducting transportation,	65.57	13,781 86
Class 4. General expenses and taxes,	8.38	1,760 77
Total expenses and taxes,	100.00	\$21,019 94
Operating expenses per mile of road operated,—		
21.28 miles,	987 77	
Operating expenses and taxes per train mile run		
for trains earning revenue,—13,200 miles,	1 59	
Proportion of operating expenses and taxes for		
Michigan,	21,019 94	
Per cent of expenses from earnings,	73.460	
Net earnings per mile of road,	356 83	
Net earnings per train mile run,	0 57.50	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
January 6, 1887.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan:		
Buttersville to Crystal Valley,	21 28	
Total length completed,	21 28	

	Miles. 100ths.	Miles. 100ths.
Total length of road belonging to this Company, -	21	28
Aggregate length of sidings, spurs, and other tracks not above enumerated, - - - - -	7	00
Aggregate length of tracks belonging to this Company, computed as single track, - - - - -	28	28
Total miles operated by the Company, - - - - -	21	28
Gauge of track, 3 feet.		

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of, 3; aggregate length, feet, -	450
Total, - - - - - 3; - - - - -	450

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?
None.

What railroads cross your road either over or under your grade in this State,
and where?
None.

Number of crossings of highways at grade in this State, - 9

Stations.

Number of stations on whole line, - - - - -	3
Same in Michigan, - - - - -	3

Employés.

Number of persons regularly employed on all roads operated by Company, including officials, - - - - -	31
Same in Michigan, - - - - -	31

Fencing in Michigan.

How many miles of fencing have you? - - - - -	15
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed.	
Mason and Oceana, - - - - -	10

Road Bed and Track.

Number of track sections, - - - - -	4
Average length of sections (miles), - - - - -	5
Average number of men in each section gang, - - - - -	5
New bridges built during the year, - - - - -	None.

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives, all classes, exclusive of tender, - - - - -	4	\$14,000 00
Total, - - - - -	4	\$14,000 00
Number of passenger cars, - - - - -	1	700 00
Number of box freight cars, - - - - -	1	200 00
Number of platform cars, - - - - -	24	3,000 00
Number of logging cars, - - - - -	80	13,044 70
Other cars as follows:		
Camp cars, - - - - -	2	600 00
Snow plows, - - - - -	1	500 00
Lorries, - - - - -	2	40 00
Hand cars, - - - - -	5	16 7 00
Total, - - - - -	120	\$32,251 70

Number of locomotives equipped with train brakes :
 One with steam brake.
Number of freight cars equipped with power
 brakes, - - - - - None.
What kind of train brake is in use on your road ?
 Ratchet hand chain.

MILEAGE, TRAFFIC, ETC.

Train Mileage.

Miles run by freight trains during the year, - - -	14,672
Total mileage of trains earning revenue, - - -	14,672

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Total number of passengers carried, - - -	802		
Total passenger mileage, or passengers carried one mile, - - -		12,030	
Average distance traveled by each passenger, - - -		.15	
Average amount received from each passenger, - - -			40
Average rate of fare per mile for all passengers, - - -			03

Freight Traffic.

Total tons of freight carried, - - -	50,437
Total freight mileage, or tons carried one mile, - - -	806,992
Average ton haul for all freight, - - -	16

Average amount received for each ton haul,	-	-	-	-	55
Average rate per ton per mile, received for all freight,	-	-	-	-	04

Tonnage of Articles Transported.—Entire Road.

	Tons.	Per Cent
Lumber and forest products,	50,146	99.43
Grain, flour, provisions, other agricultural products not included above,	291	57
Total tons carried,	50,437	100.00

Telephone.

Number of miles of telephone on your road, and to whom does it belong?	
Belongs to Mason & Oceana Railroad Co.,—miles,	17

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

August 19. James H. Carr, brakeman, Mason county, car fell on him; his fault.

TABULAR STATEMENT OF ACCIDENTS.

Causes of Accidents.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions.....						
Coupling cars.....						
Derailments.....						
Falling from trains						
Frogs.....						
Getting on and off trains.....						
Highway crossings.....						
Miscellaneous.....		1				
Overhead obstructions.....						
Trespassers on trains.....						
Trespassers on tracks.....						
Total.....		1				

SUMMARY OF ACCIDENTS.

Number of persons killed during the year,	-	-	-	-	1
Number of persons injured during the year,	.	-	.	.	—
Number of casualties purely accidental,	-	-	-	-	—
Number resulting from lack of caution or carelessness,	-	-	-	-	1
Persons killed or injured while intoxicated,	-	-	-	-	—
Trespassers and tramps killed or injured,	-	-	-	-	—
Suicides,	-	-	-	-	—

STATE OF MICHIGAN,. }
COUNTY OF MASON. } ss.

M. F. Butters, Secretary, of the Mason & Oceana Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of his knowledge and belief.

[L. S. OF R. R.] Signed,

M. F. BUTTERS,

Secretary.

Subscribed and sworn to before me this 16th day of March, A. D. 1888.

ROBERT ARNOTT,

Notary Public in and for Mason Co., Mich.

ANNUAL REPORT
OF THE
MICHIGAN CENTRAL RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed February 19, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, H. B. LEDYARD, Detroit, Mich.

Vice President and Secretary, E. D. WORCESTER, New York City.

Auditor, D. A. WATERMAN, Detroit, Mich.

Treasurer, HENRY PRATT, New York City.

General Manager, H. B. LEDYARD, Detroit, Mich.

General Superintendent, E. C. BROWN, Detroit, Mich.

Assistant Gen. Superintendent, R. MILLER, Detroit, Mich.

Division Superintendents :

R. H. L'HOMMEDIEU, Chicago, Ill.

C. B. BUSH, Jackson, Mich.

W. A. VAUGHAN, Bay City, Mich.

D. S. SUTHERLAND, Detroit, Mich.

J. B. MORFORD, St. Thomas, Ont.

Chief Engineer, J. D. HAWKS, Detroit, Mich.

Superintendent of Telegraph, E. E. TORREY, Detroit, Mich.

Cashier, J. E. GRIFFITHS, Detroit, Mich.

General Passenger Agent, O. W. RUGGLES, Chicago, Ill.

General Freight Agent, A. MACKAY, Detroit, Mich.

General Counsel, ASHLEY POND, Detroit, Mich.

General Attorney, HENRY RUSSEL, Detroit, Mich.

DIRECTORS.

C. VANDERBILT, New York city,

W. K. VANDERBILT, New York city.

H. B. LEDYARD, Detroit, Mich.

E. D. WORCESTER, New York city.

S. F. BARGER, New York city.

C. M. DEPEW, New York city.

ASHLEY POND, Detroit, Mich.

W. L. SCOTT, Erie, Pa.

J. V. FARWELL, Chicago, Ill.

Term expires May 3, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—March 28th, 1846.

Number of stockholders at date of last election, - - - - - 1,484

Number of stockholders in Michigan at same date, - - - - - 14

Amount of full paid stock held in Michigan at same date, - - - - \$102,800 00

Date of annual meeting of stockholders,—Thursday following first Wednesday in May.

Fiscal year of Company ends December 31.

General offices of the Company are located at—

New York city, Grand Central Depot.

Detroit, Mich., foot of Third street.

Chicago, Ill., 183 to 189 Dearborn street.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$14,164,490 20
Total expenses, including taxes, - - -	\$9,875,246 50	
Net income, - - - - -	- - - - -	\$4,289,243 70
Interest on funded debt:		
Main line, - - - - -	\$660,000 00	
Leased lines, - - - - -	420,800 00	
	\$1,080,800 00	
Canada Southern Railway Company's proportion of net earnings as per agreement, -	540,870 05	
Rentals of leased lines, - - - - -	1,455,129 53	
		\$3,076,799 58
Balance applicable to dividends, - - - - -	- - - - -	1,212,444 12
Dividends declared (4 per cent). - - - - -	- - - - -	749,528 16
		\$462,915 96
Balance for the year, - - - - -	- - - - -	
Balance (profit and loss) last year, - - - - -	- - - - -	6,501,467 88

Items not included in above, as follows;

Premium paid on J., L. & S. bonds, etc.,	\$33,306 99	
Income from sundry securities, etc.,	-	\$53,152 09
Balance forward to next year,	6,984.228 94	
	<u>\$7,017,535 93</u>	<u>\$7,017,535 93</u>

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	Not limited.
Par value of shares,	\$100 00	
No. of shares issued,	187,382 4-100	
Amount paid in on common,	\$18,738,204 00	

Total amount paid in, as per books of the Company, - \$18,738,204 00

Paid in per mile of road owned by Com-
pany,—miles, 270.07, - \$69,382 77

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
Consolidated first mortgage, Jan. 1, 1870..	7 per cent	May 1, 1902	New York city	\$8,000,000 00
Consolidated first mortgage Nov. 1, 1882..	5 per cent	May 1, 1902	New York city	2,000,000 00
Michigan Central Air Line mortgage, Jan- uary 1, 1870.....	8 per cent	Jan. 1, 1890	New York city.....	1,900,000 00
Grand River Valley, second mortgage (now first) Sept. 1, 1879.....	6 per cent	Sep. 1, 1909	New York city.....	1,500,000 00
Detroit & Bay City, first mortgage, March 1, 1881	5 per cent	M'ch 1, 1931	New York city.....	8,576,000 00
Total funded debt				\$16,976,000 00

UNFUNDED DEBT.

For what Incurred.	Is the same to be Funded, or How Liquidated.	Amount.
For construction.....
For equipment.....
For real estate.....
For renewals.....
For miscellaneous.....	\$422,724 74
For current balances.....	1,457,676 92
Total unfunded debt.....		\$1,880,401 66

RECAPITULATION.

Total funded debt, - - - - -	\$16,976,000 00
Total unfunded debt, - - - - -	1,880,401 66
Total debt liabilities. - - - - -	<u>\$18,856,401 66</u>
Amount of debt liabilities per mile of road,—621.37 miles, -	30,346 50
Total amount of stock and debt, - - - - -	37,594,605 66
Stock and debt per mile of road, - - - - -	60,502 76

Main Line.

Total funded debt, - - - - -	\$10,000,00 00
Total unfunded debt, - - - - -	1,880,401 66
Total debt liabilities, - - - - -	<u>\$11,880,401 66</u>
Amount of debt liabilities per mile of road (270.07 miles), -	43,990 08
Total amount of stock and debt, - - - - -	\$30,618,605 66
Stock and debt per mile of road, - - - - -	113,372 85

GENERAL BALANCE SHEET,—DR.

Construction account, }	Includes amount expended on account	
Equipment account, }	of construction of leased lines, *	\$40,997,061 22
Other investments (specifying same):		
Railroad stocks, bonds, etc., - - - - -		594,546 25
Cash items:		
Cash, - - - - -	\$1,092,405 92	
Bills receivable - - - - -	20,000 00	
Due from agents, - - - - -	579,086 27	
	<u>1,691,492 19</u>	
Other assets:		
Materials and supplies, - - - - -	\$655,500 16	
Debit balances from companies and individuals - - - - -	640,234 78	
	<u>1,295,734 94</u>	
Total, - - - - -		<u>\$44,578,834 60</u>

* Included in this amount is \$1,500,000.00 representing Michigan Central bonds secured by mortgage on the Grand River Valley Railroad, and which is also included in the estimated amount expended for construction, as shown in the report of the Grand River Valley Railroad Company.

GENERAL BALANCE SHEET,—Cr.

Capital stock, - - - - -	\$18,738,204 00
Funded debt:	
Consolidated mortgage bonds, - -	\$10,000,000 00
* Michigan Air Line bonds, - -	1,900,000 00
† Grand River Valley bonds, - -	1,500,000 00
* Detroit & Bay City bonds, - -	3,576,000 00
	<hr/> \$16,976,000 00
Unfunded debt:	
Interest unpaid, - - - - -	\$44,835 00
Dividends unpaid, - - - - -	377,889 74
Vouchers and accounts, - - - - -	1,457,676 92
	<hr/> 1,880,401 66
Profit and loss or income accounts, - - - - -	6,984,228 94
	<hr/>
Total, - - - - -	\$44,578,834 60

COST OF ROAD AND EQUIPMENT.

*Total Cost for Construction and Equipment of Road and Branches Built by Company.**Purchased by Present Company.*

When purchased,—September 24, 1846, - - - - -	{	
Original cost to present Company, of road and equipment, -	{	\$2,000,000 00
Amount expended since purchase, account of construction, -	{	
Amount expended since purchase, account of equipment, -	{	28,911,401 44
Total cost to date of report,—270.07 miles, - - - - -		30,911,401 44
Proportion of cost for Michigan,—221 miles, - - - - -		25,294,997 00

Amounts Expended Account Leased and Proprietary Lines.

Detroit & Bay City Railroad, - - - - -	\$3,626,082 02
Saginaw Bay & Northwestern Railroad, - - - - -	176,549 00
Michigan Air Line Railroad, - - - - -	2,949,977 15
Grand River Valley Railroad, - - - - -	2,385,488 28
Jackson, Lansing & Saginaw Railroad, - - - - -	832,028 09
Kalamazoo & South Haven Railroad, - - - - -	115,535 24
	<hr/>
Total property account, - - - - -	\$40,997,061 22

* These bonds are issued by this Company, but are secured by mortgage on the several properties named, not by the property of this Company.

† These bonds are issued by this Company, but are secured by a mortgage on the property of the Grand River Valley Railroad Company, as shown by that Company's report.

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

Main Line.

[illegible]

Leased or Proprietary Roads.

Michigan Air Line R. R.,	-	-	-	-	-	-	-	4,100 00
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Jackson, Lansing & Saginaw R. R.,	-	-	-	-	-	642 00
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Detroit & Bay City R. R.,	-	-	-	-	-	-	-	1,844 00
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Saginaw Bay & Northwestern R. R.,	-	-	-	-	-	265 00
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Total charges to property account as above, - - - \$34,518 33

Property sold and credited,	-	-	-	-	-	-	None.
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Net addition to property account,	-	-	-	-	-	34,518 33
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ANALYSIS OF EARNINGS.
PASSENGER EARNINGS.

Roads.	Local Fares.	Through Fares.	Total Passenger Fares.	Express and Baggage.	Mails.	Total.	Proportion for Michigan.	Per Train Mile.	Per Mile of Road.
Main line and branches.....	\$1,361,408 57	\$461,229 32	\$1,842,637 89	\$232,663 92	\$102,872 64	\$2,178,174 45	\$1,694,568 83	.....	\$7,667 78
<i>Leased or Proprietary Roads.</i>									
Michigan Air Line Railroad.....	61,197 99	87 20	61,235 19	8,479 45	8,646 84	73,361 48	69,501 06	.....	637 04
Joliet & Northern Indiana Railroad.....	12,306 69	95 45	12,403 14	.....	1,632 48	14,034 62	.....	.....	812 10
Grand River Valley Railroad.....	138,323 07	10,782 50	149,105 57	8,914 45	11,905 32	164,925 34	164,925 34	.....	1,968 31
Jackson, Lansing & Saginaw Railroad.....	491,273 39	8,250 25	499,523 64	12,178 13	28,589 52	540,391 29	540,291 29	.....	1,838 75
Kalamazoo & South Haven Railroad.....	25,772 99	84 40	25,857 39	1,304 80	1,821 12	28,983 31	28,983 31	.....	783 75
Detroit & Bay City Railroad.....	215,517 91	8,460 93	223,978 86	11,001 54	15,204 36	250,184 76	250,184 76	.....	1,642 17
Toledo, Canada Southern & Detroit R'y....	140,876 29	13,189 70	154,065 99	8,175 95	10,428 96	172,670 90	146,091 72	.....	8,080 58
Michigan Midland & Canada Railway ..	4,467 66	.....	4,467 66	103 47	766 08	5,337 21	5,337 21	.....	363 57
Canada Southern Bridge Co.	579 65	.....	579 65	.....	100 92	680 57	680 57	.....	185 94
Canada Southern Railway (in Canada)	694,717 75	611,064 84	1,205,782 59	110,784 84	33,955 86	1,350,522 79	.....	.....	3,726 19
Saginaw Bay & Northwestern R. R.....	4,600 17	.....	4,600 17	.....	.....	4,600 17	4,600 17	.....	53 79
Total passenger earnings.....	\$3,151,042 13	\$1,033,194 61	\$4,184,236 74	\$383,606 05	\$215,924 10	\$4,753,766 89	\$2,905,163 76	\$1 81	\$3,112 06

ANALYSIS OF EARNINGS.—Continued.

FREIGHT EARNINGS.

Roads.	Local Traffic.	Through Traffic.	Total Traffic.	Total.	Proportion for Michigan.	Per Train Mile.	Per Mile of Road.
Main line and branches	\$1,833,173 12	\$1,821,584 21	\$3,654,757 33	\$3,643,757 33	\$2,834,760 37	.....	\$12,833 97
Leased or Proprietary Roads.							
Michigan Air Line Railroad.....	69,161 48	7,784 61	76,946 09	76,946 09	72,896 25	.....	668 16
Joliet & Northern Indiana Railroad.....	95,627 35	49,613 80	145,241 15	145,241 15	.....	.....	3,227 53
Grand River Valley Railroad.....	104,985 02	47,212 39	152,197 41	152,197 41	152,197 41	.....	1,816 41
Jackson, Lansing & Saginaw Railroad	879,027 19	1,241 92	880,269 11	880,269 11	880,269 11	.....	2,983 95
Kalamazoo & South Haven Railroad.....	24,576 28	546 73	25,123 00	25,123 00	25,123 00	.....	636 02
Detroit & Bay City Railroad.....	333,133 83	84,421 12	417,554 95	417,554 95	417,554 95	.....	3,068 95
Toledo, Canada Southern & Detroit Railway.....	236,094 15	88,933 36	325,027 51	325,027 51	317,304 11	.....	6,712 59
Michigan, Midland & Canada Railway.....	1,170 27	.....	1,170 27	1,170 27	1,170 27	.....	79 73
Canada Southern Bridge Co.....	734 54	.....	734 54	734 54	734 54	.....	200 69
Canada Southern Railway (in Canada).....	1,523,396 04	1,939,078 26	3,462,474 30	3,462,474 30	.....	.....	9,553 24
Saginaw Bay & Northwestern R. R.	79,486 53	.....	79,486 53	79,486 53	79,486 53	.....	929 45
Total freight earnings.....	\$5,269,565 20	\$4,040,421 39	\$9,309,987 19	\$9,309,987 19	\$4,831,496 54	\$1 47	\$6,056 69

Total transportation earnings, - - - - -	\$14,093,754 08
Transportation earnings per mile of road, - - - - -	\$9,168 82
Transportation earnings per train mile, - - - - -	1 41
Miscellaneous receipts from operating account, other than for transportation as follows:	
From other sources, - - - - -	70,736 12
Total, - - - - -	\$70,736 12
Total earnings from operation of road, - - - - -	\$14,164,490 20
Total earnings per mile of road, - - - - -	9,214 83
Total earnings per train mile, - - - - -	1 41
Proportion of taxable earnings for Michigan, - - - - -	2,897,007 22
Total taxable earnings per mile of road in Michigan, - - - - -	2,753 88
Total income from all sources, - - - - -	\$14,164,490 20
Proportion of income for Michigan, - - - - -	7,792,611 20

MISCELLANEOUS EARNINGS.

		Proportion for Michigan.
Main line, - - - - -	\$58,576 77	\$47,932 69
Michigan Air Line Railroad, - - - - -	87 00	82 37
Joliet & Northern Indiana Railroad, - - - - -	393 00	
Grand River Valley Railroad, - - - - -	1,219 83	1,219 83
Jackson, Lansing & Saginaw Railroad, - - - - -	5,522 16	5,522 16
Detroit & Bay City railroad, - - - - -	704 00	704 00
Toledo, Canada Southern & Detroit Ry., - - - - -	209 50	176 79
Canada Southern Bridge Company, - - - - -	313 06	313 06
Canada Southern Railway,—in Canada, - - - - -	3,710 86	
Total, - - - - -	\$70,736 12	\$55,950 90

TAXABLE EARNINGS FOR MICHIGAN.

Michigan Air Line Railroad Company, - - - - -	\$142,480 46
Jackson, Lansing & Saginaw Railroad, - - - - -	1,426,082 56
Kalamazoo & South Haven Railroad, - - - - -	54,106 31
Detroit & Bay City Railroad, - - - - -	718,443 71
Toledo, Canada Southern & Detroit Railway, - - - - -	463,573 35
Canada Southern Bridge Company, - - - - -	1,728 17
Michigan, Midland & Canada Railway, - - - - -	6,507 48
Saginaw Bay & Northwestern Railroad, - - - - -	84,086 70
Total, - - - - -	\$2,897,078 74

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track, - - - - -	\$1,230,334 04
Renewals of rails, - - - - -	176,770 36
Renewals of ties, - - - - -	319,137 00
Repairs of bridges, including culverts and cattle guards, -	196,108 84
Repairs of fences, road crossings, and signs, - -	111,696 59
Repairs of buildings, - - - - -	318,696 36
<hr/>	
Total, - - - - -	\$2,352,743 19

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of ferry boats, - - - - -	\$13,232 40
Repairs of locomotives, - - - - -	476,344 53
Repairs of passenger cars, - - - - -	233,929 79
Repairs of freight cars, - - - - -	726,438 11
<hr/>	
Total, - - - - -	\$1,449,944 83

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$984,024 09
Water supply, - - - - -	51,584 74
Oil and waste, - - - - -	57,871 23
Locomotive service, - - - - -	757,607 61
Passenger train service, - - - - -	168,151 01
Passenger train supplies, - - - - -	35,561 18
Mileage of passenger cars, - - - - -	40,546 23
Freight train service, - - - - -	418,389 19
Freight train supplies, - - - - -	31,299 48
Mileage of freight cars, - - - - -	451,071 82
Telegraph expenses (maintenance and operating), -	222,656 15
Damage and loss of freight and baggage, - -	30,522 50
Damages to property and cattle, - - - - -	15,687 44
Personal injuries, - - - - -	37,984 06
Agents and station service, - - - - -	1,179,555 13
Station supplies, - - - - -	67,720 56
Detroit river crossing, - - - - -	56,866 91
<hr/>	
Total, - - - - -	\$4,607,099 32

CLASS 4.—*General Expenses.*

Salaries of the general officers of the Company, - -	\$70,000 00
Salaries of clerks in general offices, - - - -	172,953 34
Law expenses, - - - - -	40,889 25
Insurance, - - - - -	15,101 78
Stationery and printing, - - - - -	71,621 23
Outside agencies and advertising, - - - - -	234,373 31

Contingencies, - - - - -	\$72,686 02
Taxes, - - - - -	270,307 97
Total, - - - - -	<u>\$947,932 90</u>

RECAPITULATION OF EXPENSES.

	Per Cent of Expenses.	
Maintenance of way and buildings, - - -	23.82	\$2,352,743 19
International bridge tolls, - - -	00.60	59,161 52
Maintenance of motive power and cars, - - -	14.68	1,449,944 83
Track rentals and terminals, - - -	04.65	458,364 74
Conducting transportation, - - -	46.65	4,607,099 32
General expenses, including taxes, - - -	09.60	947,932 90
Total operating expenses and taxes, - - -	100.00	<u>\$9,875,246 50</u>
Operating expenses and taxes per mile of road, - - - - -		\$6,424 43
Operating expenses and taxes per train mile run, for trains earning revenue,—9,983,320 miles, - - -	99	
Proportion of operating expenses and taxes for Michigan,—Main line, - - -		3,310,776 69

Leased or Proprietary Roads.

Michigan Air Line Railroad, - - -	\$204,375 94
Grand River Valley Railroad, - - -	253,571 39
Jackson, Lansing & Saginaw Railroad, - - -	1,211,836 53
Kalamazoo & South Haven Railroad, - - -	44,729 03
Detroit & Bay City Railroad, - - -	446,155 16
Toledo, Canada Southern Railroad, - - -	359,119 17
Michigan, Midland & Canada Railway, - - -	12,087 34
Canada Southern Bridge Co., - - -	10,136 03
Saginaw Bay & Northwestern Railroad, - - -	144,811 15

Total proportion of expenses for Michigan, - - - \$5,997,598 43

Percentage of expenses to earnings, - - -	69.72
Net earnings per mile of road, - - -	\$2,790 41
Net earnings per train mile, - - -	43

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
From Detroit to Chicago, May, 1852.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan:		
From Detroit to State Line, - - - - -	221 00	
In Indiana:		
From State Line to Hammond, - - - - -	43 00	
In Illinois:		
From Hammond to Kensington, - - - - -	6 07	
Total length completed, - - - - -	- -	270 07
Length of double track on main line, - - - - -	120 00	
Total length of road belonging to this Company, - - - - -	- -	270 07
Total length of road belonging to this Company in Michigan, - - - - -	221 00	
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated, - - - - -	154 00	
Aggregate length of tracks in Michigan belonging to this Company, computed as single track, - - - - -	375 00	
Gauge of track, 4 feet 8½ inches.		

Proprietary or Leased Roads Operated by Company.

Name, description, and length of each:

	Total Miles.	In Michigan.
Chicago & Kensington, jointly with Ill. Central, - - - - -	14 00	
Michigan Air Line Railroad, - - - - -	115 16	109 10
Joliet & Northern Indiana Railroad, - - - - -	45 00	
Grand River Valley Railroad, - - - - -	83 79	83 79
Jackson, Lansing & Saginaw Railroad, - - - - -	295 10	295 10
Kalamazoo & South Haven Railroad, - - - - -	39 50	39 50
Detroit & Bay City Railroad, - - - - -	152 35	152 35
Toledo, Canada Southern & Detroit Railroad, - - - - -	55 87	47 27
Michigan, Midland & Canada Railroad, - - - - -	14 68	14 68
Canada Southern Bridge Co., - - - - -	3 66	3 66
Saginaw Bay & Northwestern Railroad, - - - - -	85 52	85 52
Canada Southern Railway and branches in Canada, - - - - -	362 44	
Total, - - - - -	1,267 07	830 97
Total miles operated by the Company, - - - - -	1,537 14	1,051 97

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of, 224; aggregate length, feet, - - - - -	18,592½
Stone bridges, number of, 4; aggregate length, feet, - - - - -	481
Iron bridges, number of, 33; aggregate length, feet, - - - - -	4,399½
Combination bridges, No. of, 4; aggregate length, feet, - - - - -	3,227½
Wooden trestles, number of, 77; aggregate length, feet, - - - - -	7,796½
Total, - - - - - 342; - - - - -	34,497

Draw Bridges in Michigan.

How many on your line? - - - - -	9
Where located, when built, and length of draw span:	
St. Charles, over Bad River, rebuilt in 1881, feet, - -	37½
Paines, over Tittabawassee river, rebuilt in 1886, feet, -	108
South of West Bay City, over Squaconning Creek, rebuilt, in 1884, feet, - - - - -	34
South of Kawkawlin, over Kawkawlin River, rebuilt in 1880, feet, - - - - -	51
Bay City, over Saginaw River, rebuilt in 1884, feet, -	188
East Saginaw, over Saginaw River, rebuilt in 1886, feet, -	190
Grosse Isle, over Detroit River, rebuilt in 1884, feet, -	340½
South of Woodmere, over Rouge River, new in 1887, -	160
South Rockwood, over Huron River, rebuilt in 1881, -	128
Character of structure:	
Iron, wood and stone piers.	
Material of which constructed:	
Iron, wood and stone.	
Height above water, and depth of water under bridge.	
Fifteen to 30 feet.	
How swung, by engine or hand power?	
Grosse Isle by engine, balance hand.	
Approaches, straight or curved?	
Straight.	
Do you require all trains to come to a full stop before crossing draw, and how are they signaled?	
Yes. By bridge tender.	

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?
Lake Shore & Michigan Southern Railroad, at Springwells, Albion, Kalamazoo, Jackson, Homer and Eaton Rapids.
Wabash Western Railroad, at Springwells and Delray.
Flint & Pere Marquette Railroad, at Wayne Junction East Saginaw, Otter Lake, Bay City and North Saginaw.
Detroit, Monroe & Toledo Railroad, at Detroit.
Grand Trunk Railroad, at Detroit.
Detroit, Grand Haven & Milwaukee Railroad, at Milwaukee Junction and Owosso.
Pontiac, Oxford & Port Austin Railroad, at Oxford.
Michigan Air Line Railroad, at Rochester & Jackson.
Chicago & Grand Trunk Railroad, at Lapeer, Battle Creek, Charlotte, Lansing and Cassopolis.
Port Huron & Northwestern Railroad, at Vassar and near East Saginaw.
Saginaw, Tuscola & Huron Railroad, at Reese.
Grand Rapids & Indiana Railroad, at Kalamazoo and Wasepi.
Saginaw Bay & Northwestern Railroad, at Pinconning.
Chicago & West Michigan Railroad, at Grand Junction.
Fort Wayne & Jackson Railroad, at Jackson.
Chicago & Canada Southern Railroad, at Slocum Junction.

What railroads cross your road either over or under your grade in this State, and where?

Over grade:

Toledo, Ann Arbor & Northern Michigan Railroad, at Ann Arbor.

Chicago & West Michigan Railroad, at New Buffalo.

Under grade:

Cincinnati, Wabash & Michigan Railroad, at Niles and two miles South of Niles.

At what crossings are interlocking and derailing switches in operation?

Chicago & Grand Trunk Railway crossing, at South Lansing.

Chicago & Grand Trunk Railway crossing, at Nichols.

Grand Rapids & Indiana Railroad crossing, at Wasepi.

What pattern or patterns have you adopted?

Union Switch & Signal Co.

Number of crossings of highways at grade in this State, - 1,031

Number of crossings of highways at grade in this State, at which there are gates or flagmen, - 65

Number of crossings at which there are electric or automatic signals, - None.

What pattern or patterns in use? - None.

Number of crossings of highways over or under railroad (over, 36; under, 16).

Number of highway bridges, 18 feet above track, - 32

Number of highway bridges less than 18 feet above track, - 8

Have safety guards been erected at overhead obstructions? Yes.

Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883? Yes.

How are they treated?

Wood blocking spiked to the ties.

Stations.

Number of stations on whole line. - 300

Same in Michigan, - 198

Employés.

Number of persons regularly employed on all roads operated by Company, including officials, - 9,099

Same in Michigan, - 5,552

Classify your employés as per following list:

	Number.
Baggagemen (train), - - - - -	70
Brakemen, - - - - -	567
Conductors, - - - - -	306
Engineers, - - - - -	456
Firemen, - - - - -	466
Laborers, - - - - -	2,554
Shopmen, - - - - -	862
Yardmen, - - - - -	655
Others, - - - - -	3,163
Total, - - - - -	9,099

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you?	-	-	-	-	-	-	-	-	1,672.67
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed :									
Bay county,	-	-	-	-	-	-	-	-	6.38
Ogemaw county,	-	-	-	-	-	-	-	-	36.34
Roscommon county,	-	-	-	-	-	-	-	-	29.94
Crawford county.	-	-	-	-	-	-	-	-	56.27
Otsego county,	-	-	-	-	-	-	-	-	19.18
Cheboygan,	-	-	-	-	-	-	-	-	77.29
Total miles,	-	-	-	-	-	-	-	-	225.40

Road Bed and Track.

Number of track sections in Michigan,	-	-	-	-	-	-	-	-	237
Average length of sections,—miles,	-	-	-	-	-	-	-	-	4.50
Average number of men in each section gang,	-	-	-	-	-	-	-	-	4
Number of new ties put in whole line during the year,	-	-	-	-	-	-	-	-	897,782
Number of new ties put in track in Michigan,	-	-	-	-	-	-	-	-	558,317
Average number of new ties per mile of road,	-	-	-	-	-	-	-	-	530
New rails put in track :									
Steel [tons 7,046½] miles,	-	-	-	-	-	-	-	-	68.38
Total miles of track laid with new rails,	-	-	-	-	-	-	-	-	68.38

Bridges and Culverts.

Amount of trestle work replaced with earth during the year (linear feet),	-	-	-	-	-	-	-	-	342
Timber culverts replaced during the year:									
With iron pipe—number,	-	-	-	-	-	-	-	-	None.
With sewer pipe,—number,	-	-	-	-	-	-	-	-	None.
With timber,—number,	-	-	-	-	-	-	-	-	None.
New bridges built during the year,—number,	-	-	-	-	-	-	-	-	1

Location.	Kind.	Material.	Month built.	Feet in length.
One mile south of Woodmere, } over Rouge River..... }	Truss and plate gir- der draw bridge...	Iron	Apr. to Dec.	208½
Total.....				208½

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of more than 30 tons weight, exclusive of tender, - - - - -	350	\$2,513,250 00
Number of locomotives of 20 to 30 tons weight, exclusive of tender, - - - - -	54	221,800 00
Total, - - - - -	404	\$2,735,050 00
Number of passenger cars—12-wheel, including official cars, - - - - -	11	64,500 00
Number of passenger cars—8-wheel, including official cars, - - - - -	194	565,500 00
Number of express and baggage cars, - - - - -	77	138,600 00
Number of box freight cars, - - - - -	7,340	2,232,800 00
Number of stock cars, - - - - -	1,386	381,150 00
Number of platform cars, - - - - -	2,964	680,500 00
Number of conductors' way cars, - - - - -	257	120,900 00
Other cars as follows, - - - - -	186	82,475 00
Total, - - - - -	12,415	\$4,266,425 00
Number of locomotives equipped with power brakes,	162	
Number of passenger-train cars equipped with power brakes, - - - - -	All.	
Number of freight cars equipped with power brakes,	None.	
What patterns of power brakes have you in use, and number of locomotives and cars with each?		
Westinghouse air brake, - - - - -	121	
American steam driver brake, - - - - -	39	
Westinghouse and American, - - - - -	2	
Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885?		
Yes.		
What pattern or patterns have you adopted for use?		
Ames.		

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

Miles run by passenger trains during the year, - - -	3,653,108
Miles run by freight trains during the year, - - -	5,927,767
Miles run by mixed trains, - - -	402,445
Total mileage of trains earning revenue, - - -	9,983,320

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of through passengers carried, -	124,857		
Number of local passengers carried, -	2,638,104		
Total number of passengers carried, -	2,762,961		
Total passenger mileage, or passengers carried one mile, 182,492,458			
Average distance traveled by each passenger, -	66,049		
Average amount received from each passenger, -			\$1 51
Average rate of fare per mile for through passengers, -			01.87
Average rate of fare per mile for local passengers, -			02.47
Average rate of fare per mile for all passengers, -			02.29

Freight Traffic.

Number of tons of through freight carried, 1,640,659	
Number of tons of local freight carried, - 4,373,574	
Total tons of freight carried, - 6,014,233	
Total mileage of through freight, - 745,936,516	
Total mileage of local freight, - 594,736,660	
Total freight mileage, or tons carried one mile, \$1,340,673,176	
Average ton haul of through freight, - 455	
Average ton haul for local freight, - 136	
Average ton haul for all freight, - 223	
Average amount received for each ton haul, -	\$1 55
Average rate per ton per mile, received for through freight, -	00.542
Average rate per ton per mile, received for local freight, -	00.886
Average rate per ton per mile, received for all freight, -	00.694

Freight Forwarded at Michigan Stations.

	Forwarded, Tons.
Grain, - - - - -	137,369
Flour, - - - - -	68,455
Provisions (beef, pork, lard, etc.), - - - - -	14,378
Animals, - - - - -	46,944
Other agricultural products, - - - - -	67,783
Lumber and forest products, - - - - -	1,288,974
Coal, - - - - -	62,989
Plaster, lime and cement, - - - - -	7,282
Salt, - - - - -	191,018
Petroleum, - - - - -	8,660
Railroad iron, iron and steel rails, - - - - -	6,852
Pig and bloom iron, - - - - -	26,462

	Forwarded Tons.
Other iron and castings, - - - - -	20,442
Ores, - - - - -	1,479
Stone, brick and sand, - - - - -	57,713
Manufactures,—articles shipped from point of production, - -	93,036
Merchandise and other articles not enumerated above, - -	388,224
Total forwarded, - - - - -	2,488,060

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain, - - - - -	521,366	8.67
Flour, - - - - -	208,115	3.46
Provisions (beef, pork, lard, etc., - - - - -	196,901	3.27
Animals, - - - - -	237,295	3.95
Other agricultural products, - - - - -	105,907	1.76
Lumber and forest products, - - - - -	1,658,804	27.58
Coal, - - - - -	957,329	15.92
Plaster, lime and cement, - - - - -	8,414	.14
Salt, - - - - -	238,514	3.97
Petroleum, - - - - -	37,204	.62
Railroad iron, iron and steel rails, - - - - -	70,495	1.17
Pig and bloom iron. - - - - -	62,849	1.04
Other iron and castings, - - - - -	79,605	1.32
Ores, - - - - -	5,281	.09
Stone, brick and sand, - - - - -	148,160	2.46
Manufactures,—articles shipped from point of production, - - - - -	169,422	2.82
Merchandise and other articles not enumerated above, - -	1,308,572	21.76
Total tons carried, - - - - -	6,014,233	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company.

Cars are furnished by Michigan Central R. R.

They do a general express business.

Freight taken and delivered at depots of Michigan Central R. R.

Rates as follows :

American Express Company.

Chicago to Buffalo on through freight,	-	-	-	-	-	\$0 80
Chicago to Buffalo on New York produce,	-	-	-	-	-	50
Chicago to Detroit on fruit,	-	-	-	-	-	80
Buffalo to Chicago on freight from New York and Boston to Joliet, South Bend and principal interior Michigan points,	-	-	-	-	-	80
North of Bay City to Detroit, on venison,	-	-	-	-	-	60
Buffalo to Toledo,	-	-	-	-	-	60
Toledo to Buffalo, on produce,	-	-	-	-	-	44
Toledo to Buffalo on eastern freight,	-	-	-	-	-	46.2
Detroit to Buffalo on produce,	-	-	-	-	-	38½
Detroit to St. Thomas,	-	-	-	-	-	40
Buffalo to Detroit,	-	-	-	-	-	50
Buffalo to Niagara, on Toronto freight,	-	-	-	-	-	21
Buffalo to St. Thomas,	-	-	-	-	-	37
Niagara to Chippewa,	-	-	-	-	-	18
Clifton to Niagara,	-	-	-	-	-	15
Local freight on Main Line and Air Line, Grand Rapids, Saginaw and South Haven Divisions, per ton per mile,	-	-	-	-	-	07
(Guaranteed, \$300.00 per day.)						
Local freight, on other divisions and in Canada :						
Produce, first-class rates.						
Merchandise, 1½ first-class rates.						
Special freight, first-class rates with ten per cent additional.						
Messengers' fares added.						

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?

Michigan Central Railroad Co.,	-	-	-	-	-	1,095
Michigan Central & Western Union Telegraph Company, jointly,	-	-	-	-	-	278
Western Union Telegraph Co.,	-	-	-	-	-	4,864
Canada Southern Railway,	-	-	-	-	-	727
Great Northwestern Telegraph Co.,	-	-	-	-	-	354
Total,	-	-	-	-	-	7,318

TRANSPORTATION COMPANIES.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other than the exclusive property of your own or some other railroad company have been in use on your road, in the State of Michigan, during the year, on what terms respectively, and if rented by you or allowed mileage between local points in this State, the amount paid for the use of such cars during the period under report?

Pullman's Palace Car Co., Chicago, Ill.,	-	-	-	-	\$67 98
Man's Boudoir Car Co., New York City,	-	-	-	-	34 32
Monarch Sleeping Car Co., New York City,	-	-	-	-	3 24

Fast Freight Lines.

To what fast freight lines or other transportation companies, running cars upon your road, not the exclusive property of any railroad company paying taxes in this State upon its gross receipts, have you paid car mileage or car rentals, for the use of such cars, while in use for traffic between local points in this State, and what was the amount of such car rental or mileage paid?

Statement of amount paid for car mileage run in the State of Michigan, on the M. C. R. R., from January 1st to December 31st, 1887 :

Armour & Company, Chicago, Ill.,	\$368 17
American Refrigerator Trans. Co., Hy. Sumner, St. Louis, Mo.,	45 76
Arnot & Company, M. H. Arnot, Secretary, Elmira, N. Y.,	6 22
Arms Palace Horse Car Company, C. W. Oushman, Railway Car Association, Buffalo, N. Y.,	221 31
Blue line, B. B. Mitchell, Rochester, N. Y.,	70,995 34
Boston & Maine, E. B. Hill, Railway Clearing House, Boston, Mass.,	97 82
Boston Live Stock Line, Boston, Mass.,	20,794 66
Bousfield & Company, Bay City, Mich.,	156 16
Burton Stock Car Company, E. B. Hill, Railway Clearing House, Boston, Mass.,	3 27
Canada Southern Line, B. B. Mitchell, Rochester, N. Y.,	7,026 94
Cols. & Hocking Coal & Iron Co., Columbus, Ohio,	854 56
Cincinnati, Hamilton & Dayton, Cincinnati, Ohio,	522 58
Canada Atlantic, E. B. Hill, Railway Clearing House, Boston, Mass.,	79 46
Commercial Express, Jos. H. Craig, L. N. A. & O., Chicago, Ill.,	9 40
Central Car Trust Co., W. K. Anderson, Assistant Treasurer, Detroit, Mich.,	2,862 12
Chicago, New York Refrigerator Line, Anglo-Am. Prov. Co., Chicago, Ill.,	54 44
Detroit Car Loan Co., Detroit, Michigan,	395 88
Detroit Refrigerator Car Co., Detroit, Michigan,	87 18
Empire Line, F. M. Bissell, Philadelphia, Pa.,	633 40
E. C. Walker, Detroit, Mich.,	6 59
Frazer Lubricator Co., F. M. Luce, Chicago, Ill.,	274 37
Georgian Bay Line (N. D. L.), St. Albans, Vt.,	49 62
Grand Rapids & Indiana, Grand Rapids, Mich.,	53 80
Great Eastern Line, L. J. Seargeant, G. T. Line, Montreal, Quebec,	13 10
Indiana, Decatur & Springfield, J. V. McNeal, Indianapolis, Ind.,	155 38
Louisville, New Albany & Chicago, Jos. H. Craig, L. N. A. & C., Chicago, Ill.,	63 46
National Despatch Line, St. Albans, Vt.,	759 19
Nickle Plate Line, Chas. S. Tappen, G. M. Rochester, N. Y.,	1 05
New York Car Trust Company, Clev. & Marietta Railway, Cambridge, Ohio,	49 26
Ohio Coal Exchange, T. B. Everette, Columbus, O.,	329 05
Rend, W. P. & Company, Chicago, Ill.,	9 77

Red Line, G. B. Sherman, G. M., Buffalo, N. Y.,	\$91 34
St. Louis Refrigerator Car Co., St. Louis, Mo.,	4 10
Trans-Continental Trans. Co., C. A. Haslett, Pd. & G. M., Chicago, Ill.,	13 01
Union Tank Line, M. A. Robinson, 44 Broadway, N. Y.,	154 70
West. Mich. Equipment Lum. Co., U. B. Rogers, Muskegon, Mich.,	165 92
Wheeling & Lake Erie Railway, S. H. Ayers, Auditor, Tole- do, O.,	38 41
White Line, G. B. Sherman, G. M., Buffalo, N. Y.,	47 82
Total,	<hr/> \$107,494 61

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

January 18. A. Dankel, trespasser, Grand Rapids, struck by train, carelessness; Company not responsible.

January 18. Mrs. Wm. Wiley, trespasser, Bath, struck by train, carelessness; Company not responsible.

February 13. E. E. Town, brakeman, Concord, fell from train, carelessness; Company not responsible.

February 14. Richard Rosser, brakeman, Rochester, caught foot in guard rail, carelessness; no inquest held.

February 24. Mrs. C. Frey and child, trespassers, walking on track, carelessness; Company not responsible.

February 24. Webb Miller, trespasser, Nashville, fell from freight train, stealing ride: responsibility not located.

March 12. Philip Barney, trespasser, walking on track, intoxicated; Company not responsible.

March 20. Mrs. Dennis Warner, Dexter, trying to cross track ahead of train; Company not responsible.

April 15. Hiram Sackett, brakeman, Dexter, fell between cars, lack of caution; Company not responsible.

April 16. Chas. Abbott, trespasser, Kalamazoo, found dead on track, struck by train, insane; Company not responsible.

April 21. Jos. Gross, trespasser, Wasepi, stealing ride; Company not responsible.

May 11th. Ida Stevens, trespasser, West Bay City, walking on track; no inquest held.

June 3. C. F. Dunbar, switchman, Detroit, coupling cars, slipped and fell; responsibility not located.

June 9. E. Zimmerman, laborer, Three Oaks, struck by train, carelessness; Company not responsible.

June 13. Henry Baumgard, farmer, Monroe, driving in front of train; Company not responsible.

July 9. Albert Strong, boy Wasepi, driving in front of train; responsibility not located.

July 29. Wm. Quake, tramp, Three Rivers, supposed to have jumped off train; no inquest held.

August 1. Harvey Slack, trespasser, Pinconning, found dead on track struck by unknown train; Company not responsible.

August 7. Thos. Knight, conductor, Bay City, fell from train; Company not responsible.

August 17. Bertha Allen, age 3 years, Grand Junction, struck by train on crossing. No inquest held.

August 25. Simon Powers, trespasser, Niles, walking on track, struck by train; Company not responsible.

August 28. Geo. Irish, trespasser, Lapeer, lying on track, intoxicated, run over; Company not responsible.

October 7. Wm. Coates, trespasser, Buchanan, found dead on track, circumstances unknown; responsibility not located.

October 19. Hannah Tedder, Jackson, playing on track at crossing, struck by train; Company not responsible.

October 22. Fred. Brown, trespasser, Ypsilanti, walking on track, struck by train; Company not responsible.

November 6. Adell Kempton, trespasser, Parma, walking on track, struck by train, insane; Company not responsible.

November 7. A. Sheville, brakeman, Albion, caught foot in switch uncoupling cars; company not responsible.

November 13. James H. Hayes, trespasser, Three Rivers, found dead on track, supposed to have been struck by train; responsibility not located.

December 3. Unknown man, trespasser, Otter Lake, walking on track, struck by train; Company not responsible.

December 7. Jos. Gelitzki, trespasser, West Detroit, walking on track, struck by train; Company not responsible.

December 8. Norton P. Holmes, trespasser, Grand Rapids, walking on track, struck by train; Company not responsible.

INJURED.

January 6. Mrs. R. G. Wood, Jackson, cut over eye and side hurt, in street car struck by train; car stopped on track.

January 10. Michael Hebich, Detroit, chest and thigh bruised, struck by train on crossing; lack of caution.

January 13. R. Stover, brakeman, Tekonsha, three fingers crushed, coupling; carelessness.

January 15. C. Eggleston, brakeman, Battle Creek, finger smashed, coupling, carelessness.

January 19. C. McCabe, brakeman, Casopolis, foot crushed, jumping on train; carelessness.

January 26. Sydney S. Allen, Saginaw, trespasser, leg and ankle broken, foot bruised, struck by cars; carelessness.

January 29. John McKnight, switchman, Detroit, two fingers crushed, coupling; carelessness.

January 31. F. A. Fox, brakeman, Cheboygan, finger broken, coupling: carelessness.

February 4. Robert Crawford, brakeman, Slocum Junction, finger crushed, coupling; carelessness.

February 5. A. Buker, car repairer, Jackson, leg fractured, arm bruised, working under car with no flag out, run over.

February 5. Henry Martin, switchman, B. C. Junct., finger crushed coupling; carelessness.

February 5. Chas. Ashman, laborer, Pinconning, foot broken, log falling on it; lack of caution.

February 18. John Ooyne, brakeman, Junct. Yard, thumb crushed, uncoupling; carelessness.

February 21. Jos. Nephew, brakeman, West Branch, foot crushed, climbing between cars; carelessness.

February 22. Jos. Butcher, laborer, Pinconning, foot broken, rail falling on it; carelessness.

March 3. P. Cull, switchman, Grand Rapids; two fingers crushed, coupling; carelessness.

March 6. Owen Williams, passenger, Bath Mills, head and knee cut, fell from train; carelessness.

March 8. Thos. Inglas, Detroit, head cut, crossing track ahead of train; carelessness.

March 11. S. P. Jacot, brakeman, Wayne Junction, thumb and two fingers crushed, coupling; carelessness.

March 15. Louis Hackstedt, trespasser, Ypsilanti, leg and arm cut off, stealing ride; carelessness.

March 15. Frank Kerroc, laborer, West Bay City, end of finger crushed, unloading ties; carelessness.

March 16. E. B. Barrett, passenger, Burlington, slightly bruised, jumping from train in motion; carelessness.

March 17. Thos. G. Stevenson, brakeman, Terrys, shoulder dislocated, falling from train; lack of caution.

March 19. Geo. Emory laborer, Pinconning, ankle broken, falling from train; lack of caution.

March 21. Hugh McDonald, switchman, Detroit, hand crushed, coupling; carelessness.

March 22. Joseph McContish, switchman, Saginaw, finger broken, coupling; carelessness.

March 22. Eugene Morgan, trespasser, Carrollton, face bruised, stealing ride; carelessness.

March 23. Wm Kennedy, trespasser, Saginaw, knee cut, stealing ride; carelessness.

April 8. Andrew Springsted, switchman, Ann Arbor, shoulder fractured and two ribs broken, squeezed between two cars; lack of caution.

April 21. Mrs. J. Bartholomew, passenger, Thomas, side bruised by way car backing off switch; accidental.

April 28. Fred Collins, trespasser, Warren, head cut, stealing ride; carelessness.

May 2. Michael McManus, aged 8 years, trespasser, West Bay City, leg crushed, stealing ride; carelessness.

May 2. C. R. Dean, switchman, Detroit, arm crushed, coupling; carelessness.

May 4. A. J. Scott, fireman, Greenwood, arm broken, jumped or fell from engine; lack of caution.

May 5. Jas. Cullen, brakeman, Vasar, testicles injured, falling astride of telegraph poles; lack of caution.

May 6. Samuel Robinson, brakeman, Middleville, ankle sprained and two toes dislocated; coupling cars; carelessness.

May 7. L. Grow, 'bus driver, Owosso, chest injured, driving in front of engine; lack of caution.

May 7. Halett Allison, trespasser, White Feather, scalp cut, lying on track intoxicated, and struck by train; carelessness.

May 11. Chas. Picard, brakeman, Pinconning, two fingers smashed, coupling; carelessness.

May 12, Jno. Tortelivish, laborer, Pinconning, collar bone broken, knocked off top of car; lack of caution.

May 14. Amos Green, brakeman, Grayling, finger crushed, coupling; carelessness.

May 23. Herman Benwig, brakeman, Wyandotte, finger crushed, coupling; carelessness.

June 6. F. W. Kearner, trespasser, Jackson, arm broken, walking on track; carelessness.

June 8. Wm. Lake, trespasser, Jackson, scalp cut and finger crushed; lying on track, intoxicated and struck by engine.

June 11. Almond H. King, Hunter's Creek, back hurt, struck by piece of iron thrown by engine, blowing out cylinder head; accidental.

June 13. William Bell, trespasser, Otter Lake, arm broken and head bruised, struck by train, intoxicated; carelessness.

June 29. Boy (name unknown), Monroe, badly injured, driving in front of train; carelessness.

July 9. Elijah Strong, skull fractured, G. E. Hunt, scalp cut, boys, Wasepi, driving in front of train; carelessness.

July 11. Marie Olsen, foot and leg bruised, Wm. Melvold, head cut, E. S. Melvold, head and hand injured and internal injuries, Amelia Jansen, leg injured, passengers on C. & G. T., Lapeer, collision on crossing; accidental.

July 12. D. C. Maxson, switchman, Jackson, arm crushed, coupling; carelessness.

July 13. Mrs. Thomas Peach, Rives Junction, trespasser, head cut, walking on track; carelessness.

July 31. Unknown man, trespasser, Gibraltar, head injured and arm broken, found on track; circumstances unknown.

August 2. Edward Kenward, fireman, Marshall, injured internally, falling from engine tank; lack of caution.

August 4. Wm. Young, brakeman, Jackson Junction, thumb smashed, coupling; carelessness.

August 7. J. Fitzgerald, brakeman, Chelsea, arm crushed, coupling cars; carelessness.

August 10. Amos Green, brakeman, Beaver Lake, four toes crushed, stepping on pilot of engine; carelessness.

August 12. ——— Doran, trespasser, West Detroit, leg injured, stealing ride, intoxicated; carelessness.

August 14. S. J. Reed, brakeman, Vassar, shoulder dislocated, fell from top of car in collision; accidental.

August 18. Aug. Brooks, laborer, Marengo, leg injured, squeezed between cars; carelessness.

August 18. A. B. Landon, brakeman, Niles, hip and back injured, thrown from car by car jumping track; accidental.

August 18. Redford Goodison, trespasser, Orion, slightly injured, stealing ride, intoxicated; carelessness.

August 27. Jno. Wisner, passenger, Vassar, nose and chin skinned, jumping on moving train; carelessness.

August 27. Chas. Girard, trespasser, West Detroit, leg cut off, picking up coal on the tracks; carelessness.

August 31. Fred. Gearing, trespasser, Detroit, leg cut off, walking on track and struck by engine; carelessness.

September 2. V. Joun, laborer, Linwood, leg broken, handling rail; carelessness.

September 10. W. D. Loomis, conductor, Jackson, leg cut off, knocked from side of car and run over; lack of caution.

September 10. Andrew Nelson, car repairer, Grayling, two fingers crushed, coupling; carelessness.

September 12. C. Chase, deputy sheriff, Dowagiac, head cut, jumping from train in motion; carelessness.

September 17. John Tobin, brakeman, Orion, two fingers crushed, coupling; carelessness.

September 19. ——— Fenner, trespasser, Jackson, one leg cut off and one badly crushed, stealing ride; carelessness.

September 19. A. McDonald, passenger, Pinconning, slightly bruised, car thrown off track by striking tree; accidental.

September 21. Ed. Cronin, tramp, Wayne Junction, foot cut off, stealing ride; carelessness.

September 23. C. Getten, switchman, Jackson, three fingers bruised, coupling; carelessness.

October 3. O. Avery, switchman, Jackson, foot bruised and toe broken, piece of iron falling on it while coupling; accidental.

October 4. T. M. Hallett, switchman, Kalamazoo, ankle dislocated running for engine; carelessness.

October 5. D. McCorry, Standish, leg broken, struck by hand-car at crossing; carelessness.

October 6. Edward W. Mitchell, switchman, Bay City, hand crushed, coupling; carelessness.

October 8. L. Hickman, conductor, Augusta, finger crushed, coupling; carelessness.

October 12. J. Choff, brakeman, Wayne Junction, finger crushed, coupling; carelessness.

October 15. Gottlieb Bowen, Three Oaks, scalp wound and ear torn off, driving in front of train; lack of caution.

October 20. J. M. Wells, conductor, Albion, finger split, coupling; carelessness.

October 22. A. C. Hitch, switchman, W. Bay City, finger smashed, coupling; carelessness.

October 27. J. B. Woodburn, brakeman, Otsego Lake, finger smashed, coupling; carelessness.

November 5. E. J. Burwall, Bay City, leg broken, horse fell against him account engine backing up on to car; accidental.

November 7. Geo. Holliday, trespasser, Battle Creek, foot run over, stealing ride; carelessness.

November 8. Marshall Cutler, passenger, Wayne Junction, scalp wound, jumping from train in motion; carelessness.

November 9. H. Darling, switchman, South yards, arm crushed, coupling; carelessness.

November 9. W. H. Younkens, engineer, Kalamazoo, one rib fractured, lever flying back; accidental.

November 10. Chas. Hines, passenger, W. Detroit, badly bruised, jumping from train in motion; carelessness.

November 16. Chas. Henry, laborer, Detroit, legs cut off, run over by engine; lack of caution.

November 21. Geo. Bowen, switchmen, Jackson Junction, arm bruised, coupling; carelessness.

November 22. Jas. Hancock, brakeman, Watrous ville, finger bruised, coupling; carelessness.

November 30. Henry Cousins, Vienna, slightly bruised, driving across track ahead of train, intoxicated and asleep.

December 1. C. Cole, brakeman, Waters, chest squeezed, coupling; carelessness.

Dec. 3. Elmer Osborn, Jackson, scalp wound, driving in front of train; carelessness.

December 3. J. H. Harding, passenger, Lansing, bruised, jumping on train in motion; carelessness.

December 3. John Little, Detroit, scalp wound, driving in front of train; carelessness.

December 3. Wm. Quigley, switchman, Detroit, squeezed, caught between car and platform; lack of caution.

December 23. A. Billings, brakeman, Francisco, arm fractured; coupling; carelessness.

December 24. Miss M. Martin, passenger, Columbiaville, hand cut slightly, thrown against car door by engine backing on to train; accidental.

December 27. Chas. Comiskey, laborer, Detroit, leg broken, handling rail; carelessness.

December 27. M. J. McCauley, brakeman, South Yards, three fingers crushed, coupling; carelessness.

December 28. N. Townsend, brakeman, Vassar, arm crushed coupling; carelessness.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accident.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions				4		
Coupling cars		1			36	
Derailments				2	1	
Falling from trains		3		1	6	
Frogs		2				
Getting on and off trains				6	3	
Highway crossings			5			12
Miscellaneous		1		2	14	1
Overhead obstructions						
Trespassers on trains			3			11
Trespassers on tracks			17			9
Total		7	25	15	60	33

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year, -	-	-	-	32
Number of persons injured during the year, -	-	-	-	108
Number of casualties purely accidental, -	-	-	-	13
Number resulting from lack of caution, carelessness, or misconduct, -	-	-	-	86
Persons killed or injured while intoxicated, -	-	-	-	8
Trespassers and tramps killed or injured, -	-	-	-	33
Suicides, -	-	-	-	—

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employés.	Killed.	Injured.	Total.
Baggagemen			
Brakemen	4	27	31
Conductors	1	3	4
Engineers		1	1
Firemen		2	2
Laborers	1	9	10
Shopmen			
Yardmen	1	16	17
Not classified above		2	2
Total	7	60	67

STATE OF MICHIGAN, } ss.
COUNTY OF WAYNE, }

H. B. Ledyard, President, and D. A. Waterman, Auditor, of the Michigan Central Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed,

H. B. LEDYARD,
D. A. WATERMAN.

Subscribed and sworn to before me this 16th day of March, A. D. 1888.

GEO. L. NADOLLECT,
Notary Public Wayne Co., Mich.

ANNUAL REPORT
OF THE
CANADA SOUTHERN BRIDGE COMPANY.

For the Year ending December 31, 1887.

[Filed April 10, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, JAMES TILLINGHAST, New York.

Secretary and Treasurer, CHARLES F. COX, New York.

Transfer Agent, LANDRETH H. KING, New York.

DIRECTORS.

CORNELIUS VANDERBILT, New York.

WILLIAM K. VANDERBILT, New York.

JAMES TILLINGHAST, Buffalo, N. Y.

SAMUEL F. BARGER, New York.

CHARLES F. COX, New York.

EDWIN D. WORCESTER, New York.

EDWARD A. WICKES, New York.

WILLIAM L. SCOTT, Erie, Pa.

CHAUNCEY M. DEPEW, New York.

Terms expire June, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—Consolidation, August 20, 1873.

Number of stockholders at date of last election,	- - - - -	16
Number of stockholders in Michigan at same date,	- - - - -	None.
Amount of full paid stock held in Michigan at same date,	- . -	None.

Date of annual meeting of stockholders,—First Thursday after first Wednesday in June.

Fiscal year of Company ends,—December 31.

General offices of the Company are located at Detroit, Mich.

REMARKS.

The stock is controlled by the Canada Southern Railway Company, and the road, bridge, etc., are operated by the Michigan Central Railroad Company as a part of the Canada Southern system of roads, under an agreement for joint operation made December 12, 1882, between the Michigan Central and Canada Southern Companies.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$1,500,000 00
Par value of shares, - - -	\$100 00	
Average price received per share,	100 00	
No. of shares issued, - - -	4,500 00	
Amount paid in on common, - - -	\$450,000 00	

Total amount paid in, as per books of the company, - 450,000 00

Paid in per mile of road owned by Company,—Miles, 3.66, - - - - \$12,267 76

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage coupon of February 1, 1874...	7 per ct.	Feb. 1, 1904..... Interest Feb. } and August. }	New York..... New York.	\$1,000,000 00
Total funded debt.....				\$1,000,000 00

UNFUNDED DEBT.

For what incurred.	Is the same to be Funded, or how Liquidated.	Amount.
For construction.....
For equipment.....
For real estate.....
For renewals.....
Interest on bonds.....	No special provision.....	\$910,000 00
For current balances.....	62,485 37
Total unfunded debt.....		\$972,485 37

RECAPITULATION.

Total funded debt,	- - - - -	\$1,000,000 00
Total unfunded debt,	- - - - -	972,485 37
Total debt liabilities,	- - - - -	\$1,972,485 37
Amount of debt liabilities per mile of road,—3.66 miles,	-	538,930 00
Total amount of stock and debt,	- - - - -	\$2,422,485 37
Stock and debt per mile of road,	- - - - -	551,197 76

Interest on the Funded Debt.

What is the amount of the same due each year, - - - \$70,000 00
Was it paid for the last year ? - - - - - No.
If interest is in default state the years and amounts as follows: Coupons due 1875 to 1887 inclusive, \$70,000 per annum.

COST OF ROAD AND EQUIPMENT,

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction,	- - - - -	\$1,780,977 05
Average cost of construction per mile of road (not including sidings),—3.66 miles,	- - - - -	486,578 00
Proportion of cost of construction for Michigan,	- - - - -	1,780,977 05

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
September 1873.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
Length completed in Michigan, - - - - -	3 66	
Total length completed, - - - - -		3 66
Total length of road belonging to this Company in Michigan, - - - - -	3 66	
Aggregate length of sidings, spurs and other tracks not above enumerated, - - - - -		9 06
Same in Michigan, - - - - -	9 06	
Aggregate length of tracks belonging to this Company, computed as single track, - - - - -		12 72
Same in Michigan, - - - - -	12 72	
Gauge of track, 4 feet 8½ inches.		

STATE OF NEW YORK, }
COUNTY OF NEW YORK, } ss.

Charles F. Cox, Secretary and Treasurer of the Canada Southern Bridge Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887. to the best of his knowledge and belief.

[L. S. OF R. R.] Signed, C. F. COX, *Secretary and Treasurer.*

Subscribed and sworn to before me this 6th day of April, A. D. 1888,

[L. S.]

D. W. PARDEE,

Notary Public, Kings Co., cert. filed in N. Y. Co.

ANNUAL REPORT
OF THE
DETROIT & BAY CITY RAILROAD COMPANY,
For the Year ending December 31, 1887.

[Filed March 19, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, C. VANDERBILT, New York city.
Secretary and Treasurer, E. D. WORCESTER, New York city.

DIRECTORS.

C. VANDERBILT, New York city,
W. K. VANDERBILT, New York city.
C. M. DEPEW, New York city.
S. F. BARGER, New York city.
ASHLEY POND, Detroit, Mich.
Elected May, 1885.
Term expires when successors are elected.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—May 22, 1871.
Number of stockholders at date of last election, - - - - - 7
Number of stockholders in Michigan at same date, - - - - - 8
Amount of full paid stock held in Michigan at same date, - - - 300 shares.
Date of annual meeting of stockholders,—First Thursday after first Wednesday in May.
Fiscal year of Company ends December 31.
General offices of the Company are located at Detroit, Mich., and New York city.

REMARKS.

Under an agreement dated March 10, 1881. the Detroit & Bay City Railroad Company transferred the possession and control of its railroad and property to the Michigan Central Railroad Company. The latter Company agreed to operate the same during its corporate existence. Under the terms of this agreement the Michigan Central Railroad Company is authorized and agrees to issue its bonds to the amount of \$4,000,000.00, and both companies have joined in the execution of a mortgage upon all the Detroit & Bay City Railroad's Company's property to secure the payment of said bonds.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$2,000,000 00
Par value of shares, - - -	\$100 00	
Average price received per share,	100 00	
No. of shares issued, - - -	20,000	
Amount paid in on common, - - -	\$2,000,000 00	
<hr/>		
Total amount outstanding as per books of the Company,		\$2,000,000 00
Paid in per mile of road owned by Company,		
—147.25 miles, - - - - -	\$13,582 34	

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

The Michigan Central Railroad Company has issued its bonds to the amount of \$4,000,000.00, secured by a first mortgage on the property of the Detroit & Bay City Railroad Co.

UNFUNDED DEBT.

None.

RECAPITULATION.

Total amount of stock and debt, - - - - -	\$2,000,000 00
Stock and debt per mile of road, miles,—147.25 miles, - - -	13,582 34

COST OF ROAD AND EQUIPMENT.

Included in Michigan Central Railroad Company's report.

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
January 2nd, 1879.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
Length completed in Michigan, - - - - -	109 00	
Total length completed, - - - - -	- -	109 00

BRANCHES.

From Lapeer to Five Lakes, - - - - -	8 75	
From Denmark Junction to East Saginaw, - - - - -	16 75	
From Vassar to Caro, - - - - -	12 75	
Total length of branches owned by Company, - - - - -	- -	38 25

Total length of branches owned by Company in Michigan, - - - - -	38 25	
Total length of road belonging to this Company, - - - - -	- -	147 25
Total length of road belonging to this Company in Michigan, - - - - -	147 25	
Aggregate length of sidings, spurs, and other tracks not above enumerated, - - - - -	- -	35 28
Same in Michigan, - - - - -	35 28	
Aggregate length of tracks belonging to this Company, computed as single track, - - - - -	- -	182 53
Same in Michigan, - - - - -	182 53	
Gauge of track, 4 feet 8½ inches.		
Road belonging to the Company as above, - - - - -	147 25	
Leased—Bay City Street Railway, - - - - -	5 10	
Total operated, - - - - -	- -	152 35

STATE OF NEW YORK, }
COUNTY OF NEW YORK, } ss.

C. Vanderbilt, President, E. D. Worcester, Secretary, of the Detroit & Bay City Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed,

C. VANDERBILT, *President.*

E. D. WORCESTER, *Secretary.*

Subscribed and sworn to before me this 10th day of March, A. D. 1888.

[L. S.]

D. W. PARDEE,

Notary Public Kings Co., Certificate filed in N. Y. Co.

ANNUAL REPORT
OF THE
GRAND RIVER VALLEY RAILROAD COMPANY.

For the Year ending December 31, 1887.

[Filed March 19, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, AMOS ROOT, Jackson, Mich.
Secretary and Treasurer, E. W. BARBER, Jackson, Mich.

DIRECTORS.

AMOS ROOT, Jackson, Mich.
EDWARD W. BARBER, Jackson, Mich.
WILLIAM H. WITHINGTON, Jackson, Mich.
AUSTIN BLAIR, Jackson, Mich.
EDWARD S. LACEY, Charlotte, Mich.
HOMER G. BARBER, Vermontville, Mich.
NATHAN BARLOW, Hastings, Mich.
Terms expire October, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—May 4, 1846.
Number of stockholders at date of last election, - - - - - 48
Number of stockholders in Michigan at same date, - - - - - 28
Amount of full paid stock held in Michigan at same date, - - - - \$324,450 00
Date of annual meeting of stockholders,—First Monday in October.
Fiscal year of Company ends,—December 31.
General offices of the Company are located at Jackson, Michigan.

REMARKS.

The Grand River Valley Railroad is leased and operated by the Michigan Central Railroad Company, the lease being perpetual, the Michigan Central Company having assumed all obligations and having entire control of the road of the Grand River Valley Company.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$1,000,000 00
Par value of shares,	- - - \$50 00	
Average price received per share,	50 00	
No. of shares issued,	- - - 9,824	
Amount paid in on common,	- - - \$491,200 00	
<hr/>		
Total amount paid in as per books of the Company,	-	\$491,200 00
 Paid in per mile of road owned by Com-		
pany,—83.79 miles,	- - -	\$5,862 27

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
*First mortgage.....	\$1,500,000 00
Total funded debt.....				\$1,500,000 00

*This amount of \$1,500,000 is not in fact a debt of this Company, but is represented by bonds of the M. C. R. R. Co., which that Company, by its agreement with this Company is obligated to pay ; but said bonds are secured by a first mortgage on the property of this Company.

UNFUNDED DEBT.

None.

RECAPITULATION.

Total funded debt,	- - - - -	\$1,500,000 00
<hr/>		
Total debt liabilities,	- - - - -	\$1,500,000 00
 Amount of debt liabilities per mile of road [83.79 miles],		17,900 00

Total amount of stock and debt, - - - - -	\$1,991,200 00
Stock and debt per mile of road, - - - - -	23,762 27

Interest on the Funded Debt.

What is the amount of same due each year, - - - - -	\$90,000 00
Was it paid for the last year, - - - - -	It was.

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road, and Branches Built by Company,

Total expended for construction, - - - - -	*\$2,867,053 03
Average cost of construction per mile of road (not including sidings) 83.79 miles, - - - - -	34,229 17
Proportion of cost of construction for Michigan, - - - - -	2,867,053 03

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
1870.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
Length completed in Michigan, - - - - -	83 79	
Total length completed, - - - - -	- -	83 79
Total length of road belonging to this Company, - - - - -	- -	83 79
Total length of road belonging to this Company in Michigan, - - - - -	83 79	
Aggregate length of sidings, spurs, and other tracks not above enumerated, - - - - -	- -	14 64
Same in Michigan, - - - - -	14 64	
Aggregate length of tracks belonging to this Company, computed as single track, - - - - -	- -	98 43
Same in Michigan, - - - - -	98 43	
Gauge of track, 4 feet 8½ inches.		

* \$1,500,000.00 of this amount is included in the report of the Michigan Central Railroad Company as amount expended on account of leased lines for construction.

STATE OF MICHIGAN, }
COUNTY OF JACKSON, } ss.

Amos Root, President, and E. W. Barber, Secretary, of the Grand River Valley Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

„ [L. S. OF R. R.] Signed,

AMOS ROOT, *President*,
E. W. BARBER, *Secretary*.

Subscribed and sworn to before me this 20th day of January, A. D. 1888.

I. M. ROOT,
Notary Public, Jackson Co., Mich.

ANNUAL REPORT
OF THE
JACKSON, LANSING & SAGINAW RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed March 19, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, HENRY A. HAYDEN, Jackson, Mich.
Secretary, ORLANDO M. BARNES, Lansing, Mich.
Treasurer, WM. D. THOMPSON, Jackson, Mich.
Transfer Agent, HENRY PRATT, New York city.

DIRECTORS.

CORNELIUS VANDERBILT, New York city.
JAMES F. JOY, Detroit, Mich.
HENRY B. LEDYARD, Detroit, Mich.
HENRY A. HAYDEN, Jackson, Mich.
WM. D. THOMPSON, Jackson, Mich.
PETER B. LOOMIS, Jackson, Mich.
ORLANDO M. BARNES, Lansing, Mich.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—February 23, 1864.

Number of stockholders at date of last election,	-	-	-	-	-	33
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Number of stockholders in Michigan at same date,	-	-	-	-	-	21
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Amount of full paid stock held in Michigan at same date,	-	-	-	-	\$1,806,600 00
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Date of annual meeting of stockholders,—March 7th, 1888.

Fiscal year of Company ends,—Calender year.

General offices of the Company are located at Lansing.

REMARKS.

The Michigan Central Railroad Company controls and operates the property belonging to this corporation under an agreement which went into effect September 1, 1871.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	2,500,000 00
Par value of shares,	-	\$100 00
Average price received per share,	-	100 00
No. of shares issued,	-	20,000
Amount paid in on common,	-	\$2,000,000 00

Total amount paid in, as per books of the Company, - \$2,000,000 00

Paid in per mile of road owned by Company,—miles, 295.10, - \$6,777 36

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
Consolidated mortgage bonds.....	8 per cent	Sep. 1, 1891	New York city	\$1,600,000 00
Bonds of May 1, 1881.....	6 per cent	Sep. 1, 1891	New York city	1,100,000 00
Total funded debt				\$2,709,000 00

UNFUNDED DEBT.

None.

RECAPITULATION.

Total funded debt,	-	\$2,709,000 00
Total debt liabilities.	-	\$2,709,000 00
Amount of debt liabilities per mile of road,—295.10 miles,	-	9,179 94
Total amount of stock and debt,	-	4,709,000 00
Stock and debt per mile of road,	-	15,957 30

Interest on the Funded Debt.

What is the amount of same due each year?

The interest is 8 per cent on the - - - \$1,609,000 00

And 6 per cent on the - - - 1,100,000 00

Making the amount of interest due each year, - - - \$194,720 00

Was it paid for the last year?

It was.

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Cannot state, as the Michigan Central Company paid considerable in addition to that paid by this Company, as stated, and the whole is included by the report of that Company.

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
December 31, 1882.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
Length completed in Michigan, - - -	295 10	
Total length completed, - - -	- -	295 10
Total length of road belonging to this Company, - -		295 10
Total length of road belonging to this Company in Michigan, - - -	295 10	
Aggregate length of sidings, spurs, and other tracks not above enumerated, - - -	- -	137 47
Same in Michigan, - - -	137 47	
Aggregate length of tracks belonging to this Company, computed as single track, - - -	- -	432 57
Same in Michigan, - - -	432 57	
Gauge of track 4 feet 8½ inches.		

STATE OF MICHIGAN, }
COUNTY OF INGHAM, } ss.

O. M. Barnes, Secretary of the Jackson, Lansing & Saginaw Railroad Company being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of his knowledge and belief.

[L. S. OF R. R.] Signed, O. M. BARNES, *Secretary.*

Subscribed and sworn to before me this 20th day of February, A. D., 1888.

C. J. DAVIS,
Notary Public Ingham Co. Mich.

ANNUAL REPORT
OF THE
KALAMAZOO & SOUTH HAVEN RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed March 19, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President. ASHLEY POND, Detroit, Mich.
Secretary, Treasurer, and } D. A. WATERMAN, Detroit, Mich.
Transfer Agent,

DIRECTORS.

C. VANDERBILT, New York City.
E. D. WORCESTER, New York City.
ASHLEY POND, Detroit, Mich.
H. B. LEDYARD, Detroit, Mich.
G. V. N. LOTHROP, Detroit, Mich.
HENRY RUSSEL, Detroit, Mich.
D. A. WATERMAN, Detroit, Mich.
J. R. DUTTON, Detroit, Mich.
J. E. GRIFFITHS, Detroit, Mich.
A. L. OSBORN, La Porte, Ind.
STEPHEN S. COBB, Kalamazoo, Mich.
GEO. HANNAHS, South Haven, Mich.
G. N. HALE, South Haven, Mich.

Terms expire March 14, 1888.

STOCKHOLDERS, STOCK, AND GENERAL OFFICES.

When chartered or articles of association filed,—April 15, 1869.

Number of stockholders at date of last election, - - - - -

203

Number of stockholders in Michigan at same date, - - - - 124
Amount of full paid stock held in Michigan at same date, - - - - \$325,100 00
Date of annual meeting of stockholders,—Second Wednesday in March.
Fiscal year of Company ends December 31.
General offices of the Company are located at Dotroit, Michigan.

REMARKS.

Leased to the Michigan Central Railroad Company July 1, 1870, that Company agreeing to complete, operate, pay the interest on bonds, pay taxes, etc., the same as if actual owners. Lease perpetual.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, - \$500,000 00
Par value of shares, - - - - \$100 00
Average price received per share, 100 00
No. of shares issued, - - - - 3,254
Amount paid in on common, - - - - \$325,400 00

Total amount paid in, as per books of the Company, - 325,400 00

Paid in per mile of road owned by Company,
39.50 miles, - - - - - \$8,237 97

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage bonds.....	8	Nov. 1, 1889	.....	\$640,000 00
Second mortgage bonds,.....	8	Nov. 1, 1889	.....	70,000 00
Total funded debt.....				\$710,000 00

UNFUNDED DEBT.

None.

RECAPITULATION.

Total funded debt,	-	-	-	-	-	-	-	\$710,000 00
Total debt liabilities,	-	-	-	-	-	-	-	\$710,000 00
Amount of debt liabilities per mile of road [39.50 miles],	-	-	-	-	-	-	-	17,974 68
Total amount of stock and debt,	-	-	-	-	-	-	-	1,035,400 00
Stock and debt per mile of road,	-	-	-	-	-	-	-	26,212 66

Interest on Funded Debt.

What is the amount of same due each year,	-	-	-	-	-	-	-	56,800 00
Was it paid for the last year,	-	-	-	-	-	-	-	Yes.

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road, and Branches Built by Company.

Total expended for construction,	-	-	-	-	-	-	-	\$1,035,400 00
Average cost of construction per mile of road (not including sidings),—39.50 miles,	-	-	-	-	-	-	-	26,212 66
Proportion of cost of construction for Michigan,	-	-	-	-	-	-	-	1,035,400 00

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
January 2, 1881.

MAIN LINE.

						Miles. 100ths.	Miles. 100ths.
Length completed in Michigan,	-	-	-	-	-	39 50	
Total length completed,	-	-	-	-	-		39 50
Total length of road belonging to this Company,	-	-	-	-	-		39 50
Total length of road belonging to this Company in Michigan,	-	-	-	-	-	39 50	
Aggregate length of sidings, spurs and other tracks not above enumerated,	-	-	-	-	-		3 78
Same in Michigan,	-	-	-	-	-	3 78	
Aggregate length of tracks belonging to this Company, computed as single track,	-	-	-	-	-		43 28
Same in Michigan,	-	-	-	-	-	43 28	
Gauge of track, 4 feet 8½ inches.							

STATE OF MICHIGAN, }
COUNTY OF WAYNE. } ss.

Ashley Pond, President, and D. A. Waterman, Secretary, of the Kalamazoo and South Haven Railroad Company being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed,

ASHLEY POND, *President.*

D. A. WATERMAN, *Secretary.*

Subscribed and sworn to before me this 7th day of March, A. D. 1888.

[L. S.]

GEO. L. NADOLLECT,
Notary Public, Wayne Co., Mich.

ANNUAL REPORT
OF THE
MICHIGAN AIR LINE RAILROAD COMPANY

For the Year ending December 31, 1887.

[Filed March 19, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, H. B. LEDYARD, Detroit, Mich.

Sec., Treas. and Transfer Agent. D. A. WATERMAN, Detroit, Mich.

DIRECTORS.

C. VANDERBILT, New York city.
W. K. VANDERBILT, New York city.
C. M. DEPEW, New York city.
E. D. WORCESTER, New York city.
H. B. LEDYARD, Detroit, Mich.
ASHLEY POND, Detroit, Mich.
W. H. WELLS, Detroit, Mich.
H. M. CAMPBELL, Detroit, Mich.
A. C. ANGELL, Detroit, Mich.
D. A. WATERMAN, Detroit, Mich.
H. W. FRENCH, Three Rivers, Mich.
E. BANCKER, Jackson, Mich.
E. PRINGLE, Jackson, Mich.

Elected May, 1887.

Term expires when successors are elected.

STOCKHOLDERS, STOCK, AND GENERAL OFFICES.

When chartered or articles of association filed,—August 25, 1868 ; October 11, 1870.
*Number of stockholders at date of last election, - - - - -
*Number of stockholders in Michigan at same date, - - - - -
*Amount of full paid stock held in Michigan at same date, - - - - -
Date of annual meeting of stockholders,—Third Wednesday in October.
Fiscal year of Company ends December 31.
General offices of the Company are located at Detroit, Mich.

REMARKS.

This property is under perpetual lease to the Michigan Central Railroad Company, and has been so leased since its construction,

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, - \$4,000,000 00
Par value of shares, - - - - \$50 00
Average price received per share, Not known.
No. of shares issued, - - - - 7,561½
Amount paid in on common, - - - - - Not known.
Amount paid in on shares not issued (number —), - - - - - Not known.

Total amount paid in, as per books of the Company, -
(Books not kept to show the amount.)

Paid in per mile of road owned by Company, - - - - Not known.

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
Mortgage bonds, January, 1870.....	8 per cent	1890	New York	\$200,000 00
Total funded debt.....				\$200,000 00

* The Michigan Central has recently secured a majority of the stock, and control of the property, and finds the books are in such an imperfect condition that it will be impossible at the present time to make reliable answer to most of the interrogatories as contemplated by the form for the report.

Interest on the Funded Debt.

What is the amount of same due each year,	-	-	-	\$16,000 00
Was it paid for the last year?	-	-	-	Yes.

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction,	-	-	-	-	Not known.
Average cost of construction per mile of road (not including sidings), — miles,	-	-	-	-	Not known.
Proportion of cost of construction for Michigan,	-	-	-	-	Not known.

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
January, 1871.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
Length completed in Michigan,	109 10	
Length completed in Indiana,	6 06	
	<hr/>	
Total length completed,	-	115 16
Total length of road belonging to this Company,	-	115 16
Total length of road belonging to this Company in Michigan,	109 10	
Aggregate length of sidings, spurs, and other tracks not above enumerated,	-	15 17
Same in Michigan,	13 61	
Aggregate length of tracks belonging to this Company, computed as single track,	-	130 33
Same in Michigan,	122 71	
Gauge of track, 4 feet 8½ inches.		

STATE OF MICHIGAN, {
COUNTY OF WAYNE, } ss.

H. B. Ledyard, President, and D. A. Waterman, Secretary, of the Michigan Air Line Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

H. B. LEDYARD, *President.*

D. A. WATERMAN, *Secretary.*

Subscribed and sworn to before me this 16th day of March, A. D. 1888.

GEO. L. NADOLLEUT,

Notary Public, Wayne Co., Mich.

ANNUAL REPORT
OF THE
MICHIGAN MIDLAND & CANADA RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed April 10, 1888.]

President, JAMES TILLINGHAST, New York.
Secretary and Treasurer, CHARLES F. COX, New York.
Transfer Agent, LANDRETH H. KING, New York.

DIRECTORS.

CORNELIUS VANDERBILT, New York.
WILLIAM K. VANDERBILT, New York.
JAMES TILLINGHAST, Buffalo, N. Y.
SAMUEL F. BARGER, New York.
CHARLES F. COX, New York.
EDWIN D. WORCESTER, New York.
EDWARD A. WICKES, New York.
WILLIAM L. SCOTT, Erie, Pa.
CHAUNCEY M. DEPEW, New York.

Term expires June, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—September 17, 1872.
Number of stockholders at date of last election, 82
Number of stockholders in Michigan at same date, 4
Amount of full paid stock held in Michigan at same date, 420 shares.
Date of annual meeting of stockholders,—First Thursday after first Wednesday in June.
Fiscal year of Company ends,—December 31.
General offices of the Company are located at Detroit, Michigan.

REMARKS.

The stock is controlled by the Canada Southern Railway Company, and the road is operated by the Michigan Central Railroad Company as part of the Canada Southern system, of roads, under an agreement for joint operation made December 12, 1882, between the Michigan Central and Canada Southern Companies.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$400,000 00
Par value of shares,	- - - 100 00	
Average price received per share,	100 00	
No. of shares issued,	- - - 3,000	
Amount paid in,	- - - - -	\$300,000 00
Total amount paid in, as per books of the Company,		- 300,000 00
Paid in per mile of road owned by Com-		
pany,—Miles, 14.68,	- - - - -	\$20,435 96

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage coupon bonds, dated July 1, 1878, and scrip.....	7 per cent.,	{ July 1, 1900. Int., July and Jan'y.	New York	\$323,635 00
Total funded debt.....				\$323,635 00

UNFUNDED DEBT.

For What Incurred.	Is the Same to be Funded, or how Liquidated.	Amount.
For construction.....		
For equipment.....		
For real estate (coal lands.....		
For renewals.....		
For interest on bonds.....	No special provision.....	\$304,115 00
For current balances.....		34,260 46
Total unfunded debt.....		\$338,375 46

RECAPITULATION.

Total funded debt, - - - - -	\$323,635 00
Total unfunded debt, - - - - -	338,375 46
Total debt liabilities, - - - - -	<u>\$662,010 46</u>
Amount of debt liabilities per mile of road,—14.68 miles, -	45,096 08
Total amount of stock and debt, - - - - -	962,010 46
Stock and debt per mile of road,—14.68 miles, - - - - -	65,532 04

Interest on the Funded Debt.

What is the amount of same due each year, - - - - -	\$22,610 00
Was it paid for the last year, - - - - -	No.
If interest is in default state the years and amounts as follows:	
1873, - - - - -	4,025 00
1874, - - - - -	9,765 00
1875, - - - - -	20,300 00
1876, - - - - -	21,490 00
1877-8, each, - - - - -	22,540 00
1879, - - - - -	22,575 00
1880-7, each, - - - - -	22,610 00

COST OF ROAD AND EQUIPMENT.

Total cost for Construction and Equipment of Road, and Branches Built by Company.

Total expended for construction, - - - - -	\$586,342 02
Average cost of construction per mile of road, not including sidings,—14.68 miles, - - - - -	39,941 56
Proportion of cost of construction for Michigan, - - - - -	486,342 02
No equipment.	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
December 4, 1874, St. Clair to Ridgeway, Michigan.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths
Length completed in Michigan, - - - - -	14 68	
Total length completed, - - - - -	<u>14 68</u>	
Aggregate length of sidings, spurs and other tracks not above enumerated, - - - - -		81
Same in Michigan, - - - - -	81	
Aggregate length of tracks belonging to this Company, computed as single track, - - - - -		15 49
Same in Michigan, - - - - -	15 49	
Gauge of track, 4 feet 8½ inches.		

STATE OF NEW YORK, }
COUNTY OF NEW YORK, } ss.

Charles F. Cox, Secretary and Treasurer of the Michigan, Midland & Canada Railroad Company, being duly sworn doth depose and say that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of his knowledge and belief.

[L. S. OF R. R.] Signed, C. F. COX, *Secretary and Treasurer.*

Subscribed and sworn to before me this 6th day of April, A. D. 1888.

D. W. PARDEE,
Certificate filed in N. Y. county.

ANNUAL REPORT
OF THE
SAGINAW BAY & NORTHWESTERN RAILROAD COMPANY,
For the Year ending December 31, 1887.

[Filed March 19, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, ASHLER POND, Detroit, Mich.

Sec., Treas. and Transfer Agent, D. A. WATERMAN, Detroit, Mich.

DIRECTORS.

H. B. LEDYARD, Detroit, Mich.

ASHLEY POND, Detroit, Mich.

D. A. WATERMAN, Detroit, Mich.

HENRY RUSSEL, Detroit, Mich.

W. A. VAUGHAN, Bay City, Mich.

Elected January 6, 1885. No meeting of stockholders since that date.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—November 27, 1884.

Number of stockholders at date of last election,	-	-	-	-	-	8
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Number of stockholders in Michigan at same date,	-	-	-	-	-	7
--	---	---	---	---	---	---

Amount of full paid stock held in Michigan at same date,	-	-	-	-	\$1,200	00
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Date of annual meeting of stockholders,—First Thursday after first Wednesday in May.

Fiscal year of Company ends December 31.

General offices of the Company are located at Detroit, and Bay City, Mich.

STATE OF NEW YORK, }
COUNTY OF NEW YORK, } ss.

Charles F. Cox, Secretary and Treasurer of the Michigan, Midland & Canada Railroad Company, being duly sworn doth depose and say that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of his knowledge and belief.

[L. S. OF R. R.] Signed, C. F. COX, *Secretary and Treasurer.*

Subscribed and sworn to before me this 6th day of April, A. D. 1888.

D. W. PARDEE,
Certificate filed in N. Y. county.

ANNUAL REPORT
OF THE
SAGINAW BAY & NORTHWESTERN RAILROAD COMPANY,
For the Year ending December 31, 1887.

[Filed March 19, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, ASHLER POND, Detroit, Mich.

Sec., Treas. and Transfer Agent, D. A. WATERMAN, Detroit, Mich.

DIRECTORS.

H. B. LEDYARD, Detroit, Mich.

ASHLEY POND, Detroit, Mich.

D. A. WATERMAN, Detroit, Mich.

HENRY RUSSEL, Detroit, Mich.

W. A. VAUGHAN, Bay City, Mich.

Elected January 6, 1885. No meeting of stockholders since that date.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—November 27, 1884.

Number of stockholders at date of last election,	- - - - -	8
--	-----------	---

Number of stockholders in Michigan at same date,	- - - - -	7
--	-----------	---

Amount of full paid stock held in Michigan at same date,	- - - - -	\$1,200 00
--	-----------	------------

Date of annual meeting of stockholders,—First Thursday after first Wednesday in May.

Fiscal year of Company ends December 31.

General offices of the Company are located at Detroit, and Bay City, Mich.

REMARKS.

The stock is controlled and the road operated by the Michigan Central Railroad.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$300,000 00
Par value of shares, - - -	\$100 00	
Average price received per share,	100 00	
No. of shares issued, - - -	200	
Amount paid in on common, - - -	\$200,000 00	
<hr/>		
Total amount paid in as per books of the Company,	-	\$200,000 00
Paid in per mile of road owned by Company,		
—85.52 miles, - - - - -	\$2,338 63	

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

None.

UNFUNDED DEBT.

None.

RECAPITULATION.

Total amount of stock and debt, - - - - -	\$200,000 00
Stock and debt per mile of road,—85.52 miles, - - - - -	2,338 63

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction, as per books of the Company, - - - - -	\$225,526 15
Average cost per mile of road (not including sidings).—	
85.52 miles, - - - - -	2,637 12
Proportion of cost of construction for Michigan, - - - - -	225,526 15

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
May, 1879.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
Length completed in Michigan, - - - - -	42 71	
Total length completed, - - - - -		42 71

BRANCHES.

Sundry branches from main line into woods, - -	42 81	
Total length of branches owned by Company, - -		42 81
Total length of branches owned by Company in Michigan, - - - - -	42 81	
Total length of road belonging to this Company, - -		85 52
Total length of road belonging to this Company in Michigan, - - - - -	85 52	
Aggregate length of sidings, spurs, and other tracks not above enumerated, - - - - -		29
Same in Michigan, - - - - -	29	
Aggregate length of tracks belonging to this Company, computed as single track, - - - - -		85 81
Same in Michigan, - - - - -	85 81	
Gauge of track, 4 feet 8½ inches.		

STATE OF MICHIGAN, }
COUNTY OF WAYNE, } ss.

Ashley Pond, President, and D. A. Waterman, Secretary, of the Saginaw Bay & Northwestern Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best their knowledge and belief.

[L. S. OF R. R.] Signed,

ASHLEY POND,
D. A. WATERMAN.

Subscribed and sworn to before me this 7th day of March, A. D. 1888.

GEO. L. NADOLLECT,
Notary Public Wayne Co., Mich.

ANNUAL REPORT
OF THE
TOLEDO, CANADA SOUTHERN & DETROIT RAILWAY
COMPANY,

For the Year ending December 31, 1887.

[Filed April 10, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES

President, JAMES TILLINGHAST, New York.

Secretary and Treasurer, CHARLES F. COX, New York.

Transfer Agent, LANDRETH H. KING, New York.

DIRECTORS.

CORNELIUS VANDERBILT, New York.

WILLIAM K. VANDERBILT, New York.

JAMES TILLINGHAST, Buffalo, N. Y.

SAMUEL F. BARGER, New York.

CHARLES F. COX, New York.

EDWIN D. WORCESTER, New York.

EDWARD A. WICKES, New York.

WILLIAM L. SCOTT, Erie, Pa.

ALLYN COX, New York.

Terms expire June, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed :

Consolidation (July 19, 1872) of the Detroit & State Line R. R. Co. of Michigan and the Junction R'y Co. of Ohio.

Number of stockholders at date of last election, - - - - - 17
Number of stockholders in Michigan at same date, - - - - - None.
Amount of full paid stock held in Michigan at same date, - - - - - None.
Date of annual meeting of stockholders,—First Thursday after first Wednesday in June.
Fiscal year of Company ends,—December 31.
General offices of the Company are located at Detroit, Mich.

REMARKS.

The stock is controlled by the Canada Southern Railway Company, and the road is operated by the Michigan Central Railroad Company as a part of the Canada Southern system of roads, under an agreement for joint operation made December 12, 1882, between the Michigan Central and Canada Southern Companies.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$2,000,000 00
Par value of shares,	- - - \$100 00	
Average price received per share,	100 00	
No. of shares issued,	- - - 15,476½	
Amount paid in on common,	- - - \$1,547,662 50	
<hr/>		
Total amount paid in, as per books of the company,	-	1,547,662 50
Paid in per mile of road owned by Com-		
pany,—Miles, 55.87,	- - -	\$27,701 13

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage gold bonds, dated August 1, 1872.....	7 per ct.	Jan. 1, 1906 *.....	New York.....	\$1,500,000 00
First mortgage bond scrip.....				11,737 50
Total funded debt.....				\$1,511,737 50

* Interest January and July.

UNFUNDED DEBT.

For what incurred.	Is the same to be Funded, or how Liquidated.	Amount.
For construction.....
For equipment.....
For real estate.....
For renewals.....
Interest on bonds.....	No special provision.....	\$1,522,780 00
For current balances.....	258,650 58
Total unfunded debt.....		\$1,776,430 58

RECAPITULATION.

Total funded debt,	- - - - -	\$1,511,737 50
Total unfunded debt,	- - - - -	1,776,430 58
Total debt liabilities,		\$3,288,168 08
Amount of debt liabilities per mile of road,—55.87 miles,		58,853 91
Total amount of stock and debt,	- - - - -	\$4,835,830 58
Stock and debt per mile of road,	- - - - -	86,555 04

Interest on the Funded Debt.

What is the amount of the same due each year,	- - -	\$105,000 00
Was it paid for the last year ?	- - -	No.
If interest is in default state the years and amounts as follows:		
1873,	- - -	52,780 00
1874 @ 1887 inclusive, per annum,	- - -	105,000 00

COST OF ROAD AND EQUIPMENT,

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction,	- - -	\$3,084,389 99
Average cost of construction per mile of road (not including sidings),—55.87 miles,	- - -	55,206 55
Proportion of cost of construction for Michigan,—47.27 miles,	- - -	2,609,613 62

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
September 1, 1873, Springwells, Michigan to Toledo, Ohio.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
Length completed in Michigan, - - - - -	47 27	
Length of road completed in Ohio, - - - - -	8 60	
	<hr/>	
Total length completed, - - - - -	- -	55 87
Total length of road belonging to this Company, - - - - -	- -	55 87
Total length of road belonging to this Company in Michigan, - - - - -	47 27	
Aggregate length of sidings, spurs and other tracks not above enumerated, - - - - -		36 31
Same in Michigan, - - - - -	22 78	
Aggregate length of tracks belonging to this Company, computed as single track, - - - - -	- -	92 18
Same in Michigan, - - - - -	70 05	
Gauge of track, 4 feet 8½ inches.		

STATE OF NEW YORK, }
COUNTY OF NEW YORK, } ss.

Charles F. Cox, Secretary and Treasurer of the Toledo, Canada Southern & Detroit Railway Company, being duly sworn, doth depose and say that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of his knowledge and belief.

[L. S. OF R. R.] Signed, C. F. COX, *Secretary and Treasurer.*

Subscribed and sworn to before me this 6th day of April, A. D. 1888,

[L. S.]

D. W. PARDEE,

Notary Public, Kings Co., cert. filed in N. Y. Co.

ANNUAL REPORT
OF THE
MICHIGAN AIR LINE RAILWAY COMPANY,

For the Year ending December 31, 1887.

[Filed March 30, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, JOSEPH HICKSON, Montreal.
Vice President, A. B. MAYNARD, Romeo.
Secretary, ROBT. WRIGHT, Montreal.
Accountant, JAS. H. MUIR, Detroit.
General Manager, W. J. SPICER, Detroit.
Superintendent, A. B. ATWATER, Detroit.
Chief Engineer, GEORGE MASSON, Detroit.
Attorney, E. W. MEDDAUGH, Detroit.

DIRECTORS.

JOSEPH HICKSON, Montreal. Ont.
 A. B. MAYNARD. Romeo, Mich.
 M. A. McNAUGHTON, Jackson, Mich.
 JAS. McMILLAN, Detroit, Mich.
 E. W. MEDDAUGH, Detroit, Mich.

Terms expire September, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—November 18, 1875.

Number of stockholders at date of last election, - - - - -	7
Number of stockholders in Michigan at same date, - - - - -	4

Amount of full paid stock held in Michigan at same date, - - - - \$2,000 00

Date of annual meeting of stockholders,—Last Wednesday of September.

Fiscal year of Company ends,—December 31.

General offices of the Company are located at Detroit, Michigan.

REMARKS.

This property is controlled and operated by the Grand Trunk Railway Company of Canada, and forms a portion of that corporation's system in the United States, and its operating management is the same as that of its other properties in the State of Michigan.—COM. OF RAILROADS.

GENERAL EXHIBIT.

	DEBIT.	CREDIT,
Total income, - - - - -	- - - - -	\$160,393 31
Total expenses, including taxes, - - - - -	\$127,062 61	
Net income, - - - - -	- - - - -	\$33,330 70
Interest on funded debt, - - - - -	\$72,355 17	
Balance for the year (deficit), - - - - -	\$39,024 47	
Items not included in above, as follows:		
Contribution from G. T. R. towards interest liabilities, - - - - -	- - - - -	39,024 47
	\$39,024 47	\$39,024 47

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$1,500,000 00
Par value of shares, - - - - -	\$100 00
No. of shares issued, - - - - -	3,000
Amount paid in on common, - - - - -	\$300,000 00
Total amount paid in as per books of the Company, -	\$300,000 00
Paid in per mile of road owned by Company,—miles, 105.59, - - - - -	\$2,841 20

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage bonds £310,000, first January, 1883..... }	5 per cent	{ 1st Jan. 1903... }	London..... { (half yearly) }	\$1,508,666 67
Total funded debt.....				\$1,508,666 67

UNFUNDED DEBT.

For what Incurred.	Is the same to be Funded, or How Liquidated.	Amount.
For construction.....		\$117 58
For equipment.....		
For real estate.....		
For renewals.....		
For miscellaneous.....		
For current balances.....		33,567 84
Total unfunded debt.....		\$33,685 42

RECAPITULATION.

Total funded debt,	- - - - -	\$1,508,666 67
Total unfunded debt,	- - - - -	33,685 42
Total debt liabilities,		\$1,542,352 09
Amount of debt liabilities per mile of road—105.59 miles,		14,605 60
Total amount of stock and debt,	- - - - -	1,842,352 09
Stock and debt per mile of road,	- - - - -	17,446 51

GENERAL BALANCE SHEET.—DR.

Construction account,	- - - - -	\$1,742,011 05
Equipment account,	- - - - -	41,000 00
		\$1,783,011 05
Other assets:		
Debit balances from companies and individuals,	- - - - -	\$59,341 04
Total,	- - - - -	\$1,842,352 09

GENERAL BALANCE SHEET,—Cr.

Capital stock,	-	-	-	-	-	-	-	-	-	\$300,000 00
Funded debt,	-	-	-	-	-	-	-	-	-	1,508,666 67
										<hr/>
										\$1,808,666 67
Unfunded debt:										
Interest unpaid,	-	-	-	-	-	-	-	-	-	\$33,567 84
Vouchers and accounts,	-	-	-	-	-	-	-	-	-	117 58
										<hr/>
										33,685 42
										<hr/>
Total,	-	-	-	-	-	-	-	-	-	\$1,842,352 09

COST OF ROAD AND EQUIPMENT.

Purchased by Present Company.

When purchased,—November, 1875.

Original cost to present Company, of road and equipment,	-	\$300,000 00
Amount expended since purchase, account of construction,	-	1,482,011 05
Amount expended since purchase, account of equipment,	-	1,000 00
Total cost to date of report,	-	1,783,011 05
Proportion of cost for Michigan,	-	1,783,011 05

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

Total charges to property account as above,	-	-	-	Nil.
Property credited,	-	-	-	\$100,924 02
Net reduction in property account,—credit,	-	-	-	100,924 02

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches :

Local fares,	-	-	-	-	-	-	-	-	\$31,072 85
Through fares,	-	-	-	-	-	-	-	-	224 87

Total passenger fares,	-	-	-	-	-	-	-	-	\$31,297 72
------------------------	---	---	---	---	---	---	---	---	-------------

Express and baggage,	-	-	-	-	-	-	-	-	2,118 61
Mails,	-	-	-	-	-	-	-	-	5,832 04

Total passenger earnings,	-	-	-	-	-	-	-	-	\$39,248 37
---------------------------	---	---	---	---	---	---	---	---	-------------

Proportion for Michigan,	-	-	-	\$39,248 37
Per train mile,	-	-	-	19
Per mile of road,	-	-	-	372 02

FREIGHT EARNINGS.

Main line and branches:

Local traffic, - - - - -	\$112,807 42	
Through traffic, - - - - -	8,337 52	
Total traffic, - - - - -	<u>\$121,144 94</u>	
Total freight earnings, - - - - -	- - -	\$121,144 94
Proportion for Michigan, - - - - -	\$121,144 94	
Per train mile, - - - - -	60	
Per mile of road, - - - - -	1,148 30	
Total transportation earnings, - - - - -	- - -	<u>\$160,393 31</u>
Transportation earnings per mile of road, - - - - -	\$1,520 32	
Transportation earnings per train mile, - - - - -	0 79	
Total earnings from operation of road, - - - - -	- - -	<u>\$160,393 31</u>
Total earnings per mile of road, - - - - -	\$1,520 32	
Total earnings per train mile, - - - - -	0 79	
Proportion of taxable earnings for Michigan, - - - - -	160,393 31	
Total taxable earnings per mile of road in Michigan, - - - - -	\$1,520 32	
Total income from all sources, - - - - -	- - -	<u>\$160,393 31</u>
Proportion of income for Michigan, - - - - -	- - -	160,393 31

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track, - - - - -	\$24,403 02
Renewals of rails, - - - - -	4,782 74
Renewals of ties, - - - - -	4,293 45
Repairs of bridges, including culverts and cattle guards, - - - - -	6,972 70
Repairs of fences, road crossings, and signs, - - - - -	3,584 33
Repairs of buildings, - - - - -	3,090 20
Total, - - - - -	<u>\$47,126 44</u>

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -	\$6,042 66
Repairs of passenger cars, - - - - -	2,009 01
Repairs of freight cars, - - - - -	6,095 35
Total, - - - - -	<u>\$14,147 02</u>

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$13,026 30
Water supply, - - - - -	1,218 67
Oil and waste, - - - - -	939 67
Locomotive service, - - - - -	15,242 32
Passenger train service, - - - - -	3,434 23
Passenger train supplies, - - - - -	386 23
Freight train service, - - - - -	6,868 52
Freight train supplies, - - - - -	772 42
Telegraph expenses (maintenance and operating), - - - - -	1,987 54
Damage and loss of freight and baggage, - - - - -	1,175 57
Damage to property and cattle, - - - - -	648 05
Personal injuries, - - - - -	85 63
Agents and station service, - - - - -	12,606 69
Station supplies, - - - - -	2,770 77
Total, - - - - -	<u>\$61,162 61</u>

CLASS 4.—*General Expenses.*

Salaries of the general officers of the Company, - - - - -	\$100 00
Salaries of clerks in general offices, - - - - -	300 00
Law expenses, - - - - -	400 00
Insurance, - - - - -	722 69
Taxes, - - - - -	3,103 85
Total, - - - - -	<u>\$4,626 54</u>

RECAPITULATION OF EXPENSES.

	Per Cent of Expenses.	
Maintenance of way and buildings, - - - - -	37.09	\$47,126 44
Maintenance of motive power and cars. - - - - -	11.13	14,147 02
Conducting transportation, - - - - -	48.14	61,162 61
General expenses, including taxes, - - - - -	3.64	4,626 54
Total operating expenses and taxes, - - - - -	100.00	<u>\$127,062 61</u>
Operating expenses and taxes per mile of road, - - - - -	\$1,204 40	
Operating expenses and taxes per train mile run, for trains earning revenue,—202,609 miles), - - - - -	0 63	
Proportion of operating expenses and taxes for Michigan:		
Main line, - - - - -	- 127,062 61	
Total proportion of expenses for Michigan, - - - - -	- - -	<u>\$127,062 61</u>
Percentage of expenses to earnings, - - - - -	79.21	
Net earnings per mile of road, - - - - -	\$315 92	
Net earnings per train mile, - - - - -	0 16	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
Lenox to Jackson, September 1, 1884.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan:		
From Lenox to Jackson, - - - - -	105 59	
	<hr/>	
Total length completed, - - - - -	- -	105 59
Total length of road belonging to this Company, -	-	105 59
Total length of road belonging to this Company in Michigan, - - - - -	105 59	
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated, - - - - -	6 95	
Aggregate length of tracks in Michigan belonging to this Company, computed as single track, - - - - -	112 54	
Gauge of track in Michigan, 4 feet 8½ inches.		
	Total Miles.	In Michigan.
Total miles operated by the Company, - - - - -	105 59	105 59

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of, - 18, aggregate length, feet,	1,265
Wooden trestles, number of, - 52; aggregate length, feet,	5,330
	<hr/>
Total, - - - - - 70; - - - - -	6,595

Draw Bridges in Michigan.

How many on your line? - - - - - None

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality ?
Detroit & Bay City R. R., near Rochester.
Detroit, Grand Haven & Milwaukee R. R., at Pontiac.
Flint & Pere Marquette R. R., at Wixom.
Toledo, Ann Arbor & North Michigan R. R., at Hamburg.
Detroit, Lansing & Northern R. R., at South Lyon.
Jackson, Lansing & Saginaw R. R., near Jackson.
What railroads cross your road either over or under your grade in this State, and where?
None.
At what crossings are interlocking and derailing switches in operation?
None.

Number of crossings of highways at grade in this State,	-	131
Number of crossings of highways at grade in this State, at which there are gates or flagmen,	- - - -	1
Number of crossings at which there are electric or automatic signals,	- - - - -	None.
Number of crossings of highways over or under railroad (over, 2; under, 0),	- - - - -	2
Number of highway bridges, 18 feet above track,	- -	2
Number of highway bridges, less than 18 feet above track,	-	None.
Have safety-guards been erected at over-head obstructions?	-	No.
Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883?	- - - - -	Yes.
How are they treated?		
Filled with wood planking.		

Stations.

Number of stations on whole line,	- - - - -	20
Same in Michigan,	- - - - -	20

Employés.

Number of persons regularly employed on all roads operated by Company, including officials,	- - - - -	173
Same in Michigan,	- - - - -	171
Classify your employés as per following list:		Number.
Baggagemen,—train,	- - - - -	3
Brakemen,	- - - - -	12
Conductors,	- - - - -	7
Engineers,	- - - - -	11
Firemen,	- - - - -	10
Laborers, including section laborers,	- - - - -	80
Shopmen,	- - - - -	6
Yardmen,	- - - - -	1
Others,	- - - - -	43

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you ?	- - - - -	210
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed:	- - - - -	1

Road Bed and Track.

Number of track sections in Michigan,	- - - - -	21
Average length of sections (miles)	- - - - -	5
Average number of men in each section gang,	- - - - -	3

Number of new ties put in whole line during the year, - - -	5,125
Number of new ties put in track in Michigan, - - -	5,125
Average number of new ties per mile of road, - - -	49
New rails put in track:	
None.	

Bridges and Culverts.

Amount of trestle work replaced with earth during the year (linear feet), - - - - -	None.
Timber culverts replaced during the year, - - -	2
With iron pipe,—number, - - -	2
New bridges built during the year,—number, - - -	None.

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of 20 to 30 tons weight, exclusive of tender, - - - - -	2	\$14,000 00
Total, - - - - -	2	\$14,000 00
Number of passenger cars—8-wheel, including official cars, - - - - -	1	3,000 00
Number of express and baggage cars, - - -	1	1,000 00
Number of box freight cars, - - - - -	18	7,200 00
Number of platform cars, - - - - -	4	1,200 00
Total, - - - - -	24	\$26,400 00
Number of locomotives equipped with power brakes, - - -	1	
Number of passenger-train cars equipped with power brakes, - - - - -	2	
Number of freight cars equipped with power brakes, - - - - -	None.	
What patterns of power brakes have you in use, and number of locomotives and cars with each?		
Westinghouse automatic.		
Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885?		
Yes.		
What pattern or patterns have you adopted for use?		
McCrea's patent coupler.		

MILEAGE, TRAFFIC, ETC.

Train Mileage.

Miles run by passenger trains during the year, - - -	65,824
Miles run by freight trains during the year, - - -	68,219
Miles run by mixed trains - - - - -	68,566
Total mileage of trains earning revenue, - - -	202,609

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of through passengers carried,	93		
Number of local passengers carried,	78,538		
Total number of passengers carried,	78,631		
Total passenger mileage, or passengers carried one mile,		1,158,909	
Average distance traveled by each passenger,		15	
Average amount received from each passenger,			\$0 40
Average rate of fare per mile for through passengers,			02.29
Average rate of fare per mile for local passengers,			02.70
Average rate of fare per mile for all passengers,			02 70

Freight Traffic.

Number of tons of through freight carried,	9,696		
Number of tons of local freight carried,	222,828		
Total tons of freight carried,	232,524		
Total mileage of through freight,		1,033,065	
Total mileage of local freight,		11,006,566	
Total freight mileage, or tons carried one mile,		12,039,631	
Average ton haul for through freight,		106	
Average ton haul for local freight,		49	
Average ton haul for all freight,		52	
Average amount received for each ton haul,			52
Average rate per ton per mile, received for through freight,			00.81
Average rate per ton per mile, received for local freight,			01.02
Average rate per ton per mile, received for all freight,			01.01

Freight forwarded at Michigan Stations.

	Forwarded, Tons.
Grain,	23,899
Flour,	14,606
Provisions (beef, pork, lard, etc.),	232
Animals,	3,017
Other agricultural products,	14,892
Lumber and forest products,	34,407
Coal,	36,982
Plaster, lime and cement,	72
Salt,	282
Petroleum,	165
Railroad iron, iron and steel rails,	7

	Forwarded, Tons.
Pig and bloom iron, - - - - -	24
Other iron and castings, - - - - -	328
Stone, brick and sand, - - - - -	2,281
Manufactures,—articles shipped from point of production, - - - - -	3,029
Merchandise and other articles not enumerated above, - - - - -	30,173
Total forwarded, - - - - -	164,396

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain, - - - - -	24,425	10.50
Flour, - - - - -	15,135	6.51
Provisions (beef, pork, lard, etc.), - - - - -	372	.17
Animals, - - - - -	3,127	1.34
Other agricultural products, - - - - -	15,142	6.51
Lumber and forest products, - - - - -	42,986	18.49
Coal, - - - - -	42,966	18.48
Plaster, lime and cement, - - - - -	508	.22
Salt, - - - - -	493	.21
Petroleum, - - - - -	275	.12
Railroad iron, iron and steel rails, - - - - -	7	—
Pig and bloom iron, - - - - -	70	.03
Other iron and castings, - - - - -	698	.30
Stone, brick and sand, - - - - -	2,870	1.23
Manufactures,—articles shipped from point of production, - - - - -	9,388	4.04
Merchandise and other articles not enumerated above, - - - - -	74,062	31.85
Total tons carried, - - - - -	232,524	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road. and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

The Canadian Express Company.
Fifty per cent of their gross receipts.
Freights received at depot.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?
Miles, 105.59. Belongs to this Company.

TRANSPORTATION COMPANIES.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other than the exclusive property of your own or some other railroad company have

been in use on your road, in the State of Michigan, during the year, on what terms respectively, and if rented by you or allowed mileage between local points in this State, the amount paid for the use of such cars during the period under report?

None.

Fast Freight Lines.

To what fast freight lines or other transportation companies, running cars upon your road, not the exclusive property of any railroad company paying taxes in this State upon its gross receipts, have you paid car mileage or car rentals for the use of such cars, while in use for traffic between local points in this State, and what was the amount of such car rental or mileage paid?

None.

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

None.

INJURED.

February 18. C. Rice, brakeman, South Lyon, coupling, one finger crushed ; his want of care.

March 9. E. Goodspeed, brakeman, Orchard Lake, struck by end of car, head cut and back hurt; his own carelessness.

April 29. F. Rice, brakeman, Pontiac, coupling, forefinger cut off; his want of care.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accidents.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions.....						
Coupling cars.....					2	
Derailments.....						
Falling from trains						
Frogs.....						
Getting on and off trains.....						
Highway crossings.....						
Miscellaneous.....					1	
Overhead obstructions.....						
Trespassers on trains.....						
Trespassers on tracks.....						
Total.....					3	

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year,	-	-	-	-	—
Number of persons injured during the year,	.	-	.	-	3
Number of casualties purely accidental,	-	-	-	-	—
Number resulting from lack of caution carelessness, or misconduct,	-	-	-	-	3
Persons killed or injured while intoxicated,	-	-	-	-	—
Trespassers and tramps killed or injured,	-	-	-	-	—
Suicides,	-	-	-	-	—

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employés.	Killed.	Injured.	Total.
Baggagemen.....			
Brakemen.....		8	8
Conductors.....			
Engineers.....			
Firemen.....			
Laborers.....			
Shopmen.....			
Yardmen.....			
Not classified above.....			
Total.....		8	8

STATE OF MICHIGAN, }
COUNTY OF WAYNE, } ss.

William J. Spicer, General Manager, and James H. Muir, accountant, of the Michigan Air Line Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

W. J. SPICER,
JAS. H. MUIR.

Subscribed and sworn to before me this 28th day of March, A. D. 1888.

[L. S.]

JAS. McQUEEN, JR.,
Notary Public Wayne Co., Mich.

ANNUAL REPORT
OF THE
CHICAGO, DETROIT & CANADA GRAND TRUNK JUNCTION
RAILWAY COMPANY,

For the Year ending December 31, 1887.

[Filed March 30, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, JOSEPH HICKSON, Montreal.
Vice President, L. J. SEARGEANT, Montreal.
Secretary, ROBT. WRIGHT, Montreal.
Accountant, JAS. H. MUIR, Detroit.
General Manager, W. J. SPICER, Detroit.
Superintendent, A. B. ATWATER, Detroit.
Chief Engineer, GEORGE MASSON, Detroit.
Attorney, E. W. MEDDAUGH, Detroit.

DIRECTORS.

JOSEPH HICKSON, Montreal.
L. J. SEARGEANT, Montreal.
JOHN BELL, Belleville.
E. W. MEDDAUGH, Detroit.
ROBT. WRIGHT, Montreal.

Term expires September, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—March 18, 1858.

Number of stockholders at date of last election,	-	-	-	-	-	28
Number of stockholders in Michigan at same date,	-	-	-	-	-	1

Amount of full paid stock held in Michigan at same date, - - - \$100 00
 Date of annual meeting of stockholders,—Last Wednesday of September.
 Fiscal year of Company ends December 31.
 General offices of the Company are located at Detroit, Mich.

REMARKS.

This property is in charge of the operating management of the other lines controlled by the Grand Trunk Railway Company of Canada and forming a portion of its system in the State of Michigan. The Grand Trunk Company also assumes and makes good any deficiency that may exist in earnings to expenses and charges.—COM. OF RAILROADS.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$250,455 64
Total expenses, including taxes, - - - - -	\$224,187 72	
Net income, - - - - -	- - - - -	\$26,267 92
Interest on funded debt, six per cent., - - - - -	\$65,700 00	
Interest on stock, four per cent, - - - - -	43,800 00	
		109,500 00
Balance for the year (deficit), - - - - -	\$83,232 08	

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$1,095,000 00
Par value of shares, - - - - -	\$100 00
No. of shares issued, - - - - -	10,950
Amount paid in on common, - - - - -	\$978,984 67
Total amount paid in, as per books of the Company, -	\$978,984 67
Paid in per mile of road owned by Company,—miles, 59.37, - - - - -	\$18,443 65

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage bonds, 1st July, 1864.....	6 per cent	July 1, 1884	England.....	\$1,095,000 00
Bond exchangeable for stock within ten years from June 28th, 1888.....	5 per cent	.....	.....	691,141 46
Total funded debt				\$1,786,141 46

UNFUNDED DEBT.

None.

RECAPITULATION.

Total funded debt, - - - - -	\$1,786,141 46
Total debt liabilities, - - - - -	\$1,786,141 46
Amount of debt liabilities per mile of road,—59.37 miles, -	30,085 00
Total amount of stock and debt, - - - - -	2,881,141 46
Stock and debt per mile of road, - - - - -	48,528 00

GENERAL BALANCE SHEET,—Dr.

Construction account, - - - - -	\$2,765,126 13
Balance, - - - - -	116,015 33

GENERAL BALANCE SHEET,—Cr.

Capital stock, - - - - -	\$1,095,000 00
Funded debt, - - - - -	1,786,141 46

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction, - - - - -	\$2,765,126 13
Average cost per mile of road (not including sidings)—59.37 miles, - - - - -	46,574 46
Proportion of cost for Michigan, - - - - -	2,765,126 13
(Equipment furnished by the lessees.)	

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches:

Local fares, - - - - -	\$77,540 55
Through fares, - - - - -	44,533 70
Total passenger fares, - - - - -	<u>\$122,074 25</u>
Express and baggage, - - - - -	10,206 89
Mails, - - - - -	8,311 89
Total passenger earnings, - - - - -	<u>\$140,593 03</u>
Proportion for Michigan, - - - - -	\$140,593 03
Per train mile, - - - - -	0 52
Per mile of road, - - - - -	2,368 08

FREIGHT EARNINGS.

Main line and branches:

Local traffic, - - - - -	\$58,649 21
Through traffic, - - - - -	50,394 29
Total traffic, - - - - -	<u>\$109,043 50</u>
Total freight earnings, - - - - -	\$109,043 50
Proportion for Michigan, - - - - -	\$109,043 50
Per train mile, - - - - -	0 40
Per mile of road, - - - - -	1,836 68
Total transportation earnings, - - - - -	<u>\$249,636 53</u>
Transportation earnings per mile of road, - - - - -	\$4,204 76
Transportation earnings per train mile, - - - - -	92
Miscellaneous receipts from operating account, other than for transportation, as follows:	
From other sources, - - - - -	819 11
Total, - - - - -	<u>819 11</u>
Total earnings from operation of road, - - - - -	<u>\$250,455 64</u>
Total earnings per mile of road, - - - - -	\$4,218 56
Total earnings per train mile, - - - - -	0 92
Proportion of taxable earnings for Michigan, - - - - -	250,455 64
Total taxable earnings per mile of road in Michigan, - - - - -	4,218 56
Total income from all sources, - - - - -	<u>\$250,455 64</u>
Proportion of income for Michigan, - - - - -	250,455 64

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track, - - - - -	\$24,443 39
Renewals of rails, - - - - -	4,103 33
Renewals of ties, - - - - -	2,952 02
Repairs of bridges, including culverts and cattle guards, -	4,062 91
Repairs of fences, road crossings, and signs, - - -	3,524 17
Repairs of buildings, - - - - -	7,526 61
Total, - - - - -	\$46,612 43

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -	\$23,348 26
Repairs of passenger cars, - - - - -	19,821 10
Repairs of freight cars, - - - - -	20,319 81
Total, - - - - -	\$63,489 17

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$15,352 26
Water supply, - - - - -	1,505 93
Oil and waste, - - - - -	1,051 29
Locomotive service, - - - - -	24,515 73
Passenger train service, - - - - -	3,382 66
Passenger train supplies, - - - - -	864 53
Freight train service, - - - - -	6,765 42
Freight train supplies, - - - - -	1,729 14
Mileage of freight cars, - - - - -	4,530 00
Telegraph expenses (maintenance and operating), - -	5,425 93
Damage and loss of freight and baggage, - - - - -	1,168 90
Damages to property and cattle, - - - - -	437 92
Personal injuries, - - - - -	213 69
Agents and station service, - - - - -	26,214 78
Station supplies, - - - - -	6,369 50
Total, - - - - -	\$99,527 68

CLASS 4.—*General Expenses.*

Salaries of the general officers of the Company, - - -	\$1,000 00
Salaries of clerks in general offices, - - - - -	2,000 00
Law expenses, - - - - -	1,500 00
Insurance, - - - - -	3,017 53
Stationery and printing, - - - - -	300 00
Outside agencies and advertising, - - - - -	2,000 00
Taxes, - - - - -	4,740 91
Total, - - - - -	\$14,558 44

RECAPITULATION OF EXPENSES.

	Per Cent of Expenses.	
Maintenance of way and buildings, - - -	20.79	\$46,612 43
Maintenance of motive power and cars, - - -	28.32	63,489 17
Conducting transportation, - - -	44.39	99,527 68
General expenses, including taxes, - - -	6.49	14,558 44
		<hr/>
Total operating expenses and taxes, - - -	100.00	\$224,187 72
Operating expenses and taxes per mile of road, - - - - -	\$3,776 11	
Operating expenses and taxes per train mile run, for trains earning revenue,—270,302 miles,	0 82	
		<hr/>
Total proportion of expenses for Michigan, - - -		\$224,187 72
Percentage of expenses to earnings, - - -	89.51	
Net earnings per mile of road, - - - - -	\$442 45	
Net earnings per train mile, - - - - -	0 10	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
From Detroit Junction to Fort Gratiot, November, 1859.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan:		
From Detroit Junction to Fort Gratiot, - - -	59 37	
	<hr/>	
Total length completed, - - - - -	- -	59 37
Total length of road belonging to this Company, - - -		59 37
Total length of road belonging to this Company in Michigan, - - - - -	59 37	
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated, - - - - -	- -	24 12
Aggregate length of tracks in Michigan belonging to this Company, computed as single track, - - -	- -	83 49
Gauge of track 4 feet 8½ inches.		
		<hr/>
	Total Miles. In Michigan.	
Total miles operated by the Company, - - -	59 37	59 37

Number of Bridges and Trestles in Michigan.

Iron bridges, number of, 6; aggregate length, feet, -	924
	<hr/>
Total, - - - 6; - - - - -	924

Draw Bridges in Michigan.

How many on your line? - - - - - 1
 Where located, when built, and length of draw span:
 Near Port Huron, built same time as Railway, length of swing 119 feet.
 Character of structure:
 Swing draw.
 Material of which constructed:
 Iron and stone.
 Height above water, and depth of water under bridge:
 Sixteen feet from rail to water level.
 How swung, by engine or hand power?
 Hand power.
 Approaches, straight or curved?
 Straight.
 Do you require all trains to come to a full stop before crossing draw, and how
 are they signaled?
 Rarely or never used for purposes of navigation.

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?
 Detroit, Grand Haven & Milwaukee R. R., at Detroit.
 Detroit & Bay City R. R., at Detroit.
 Chicago & Grand Trunk R. R., near Port Huron.
 Port Huron & Northwestern R. R., at Port Huron.
 Port Huron & Southwestern R. R., at Port Huron.
 What railroads cross your road either over or under your grade in this State,
 and where?
 None.
 At what crossings are interlocking and derailing switches in operation?
 None.
 Number of crossings of highways at grade in this State, - 90
 Number of crossings of highways at grade in this State, at
 which there are gates or flagmen, - - - - - 1
 Number of crossings at which there are electric or automatic
 signals, - - - - - None.
 Number of crossings of highways over or under railroad (over,
 —; under, —), - - - - - None.
 Are your frogs and guard rails blocked as required by Act 174,
 Session Laws 1883? - - - - - Yes.
 How are they treated?
 Filled with wood planking.

Stations.

Number of stations on whole line. - - - - - 12
 Same in Michigan, - - - - - 12

Employés.

Number of persons regularly employed on all roads operated
 by Company, including officials, - - - - - 282
 Same in Michigan, - - - - - 279

Classify your employés as per following list :

	Number.
Baggagemen, - - - - -	4
Brakemen, - - - - -	21
Conductors, - - - - -	14
Engineers, - - - - -	14
Firemen, - - - - -	11
Laborers, - - - - -	99
Shopmen, - - - - -	12
Yardmen, - - - - -	29
Others, - - - - -	78
Total, - - - - -	282

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you? - - - - -	118.74
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed, - - - - -	None.

Road Bed and Track.

Number of track sections in Michigan, - - - - -	13
Average length of sections,—miles, - - - - -	4.50
Average number of men in each section gang, - - - - -	4
Number of new ties put in whole line during the year, - - - - -	4,505
Number of new ties put in track in Michigan, - - - - -	4,505
Average number of new ties per mile of road, - - - - -	76
New rails put in track, - - - - -	None.

Bridges and Culverts.

Amount of trestle work replaced with earth during the year (linear feet), - - - - -	None.
Timber culverts replaced during the year:	
With iron pipe—number, - - - - -	14
With sewer pipe,—number, - - - - -	900 feet.
New bridges built during the year,—number, - - - - -	None.

ROLLING STOCK.

The Company does not own any rolling stock. The stock used in working the line belongs to the Grand Trunk Railway Company of Canada.

Number of locomotives equipped with power brakes, - - - - -	All.
Number of passenger-train cars equipped with power brakes, - - - - -	All.

What patterns of power brakes have you in use, and
number of locomotives and cars with each?

Westinghouse automatic.

Are your freight cars being equipped with automatic couplers as required by
Act No. 147, Session Laws of 1885?

Yes.

What pattern or patterns have you adopted for use?

McCrea's patent coupler.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

Miles run by passenger trains during the year, - - -	136,853
Miles run by freight trains during the year, - - -	96,257
Miles run by mixed trains, - - -	37,192
	<hr/>
Total mileage of trains earning revenue, - - -	270,302

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of through passengers carried, -	30,788		
Number of local passengers carried, -	126,566		
	<hr/>		
Total number of passengers carried, -	157,354		
Total passenger mileage, or passengers carried one mile,		4,768,215	
Average distance traveled by each passenger, - -		30	
Average amount received from each passenger, - -			\$0 77½
Average rate of fare per mile for through passengers, -			02.41
Average rate of fare per mile for local passengers, -			02.66
Average rate of fare per mile for all passengers, -			02.56

Freight Traffic.

Number of tons of through freight carried, -	84,731
Number of tons of local freight carried, -	250,889
	<hr/>
Total tons of freight carried, - -	335,620
Total mileage of through freight, - - -	4,993,572
Total mileage of local freight, - - -	5,700,503
	<hr/>
Total freight mileage, or tons carried one mile,	\$10,694,075
Average ton haul for through freight, - - -	59
Average ton haul for local freight, - - -	23
Average ton haul for all freight, - - -	32

Average amount received for each ton haul,	-	-	\$0 33
Average rate per ton per mile, received for through freight,	-	-	01
Average rate per ton per mile, received for local freight,	-	-	01
Average rate per ton per mile, received for all freight,	-	-	01

Freight Forwarded at Michigan Stations.

	Forwarded, Tons.
Grain,	29,805
Flour,	19,727
Provisions (beef, pork, lard, etc.),	10,179
Animals,	5,807
Other agricultural products,	14,971
Lumber and forest products,	26,594
Coal,	37,910
Plaster, lime and cement,	522
Salt,	239
Petroleum,	150
Railroad iron, iron and steel rails,	4,098
Pig and bloom iron,	600
Other iron and castings,	----
Ores,	----
Stone, brick and sand,	3,991
Manufactures,—articles shipped from point of production,	17,177
Merchandise and other articles not enumerated above,	40,662
Total forwarded,	212,432

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain,	38,097	11.35
Flour,	25,640	7.64
Provisions (beef, pork, lard, etc.),	12,673	3.78
Animals,	8,294	2.47
Other agricultural products,	23,433	6.98
Lumber and forest products,	29,514	8.79
Coal,	51,551	15.36
Plaster, lime and cement,	661	.21
Salt,	1,556	.46
Petroleum,	239	.07
Railroad iron, iron and steel rails,	155	.05
Pig and bloom iron,	5,176	1.54
Other iron and castings,	688	.20
Ores,	----	----
Stone, brick and sand,	12,063	3.60
Manufactures,—articles shipped from point of production,	51,593	15.37
Merchandise and other articles not enumerated above,	74,287	22.13
Total tons carried,	335,620	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

The Canadian Express Company.

Fifty per cent of their gross receipts.

Freights received at depot.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?

Miles, 59.37. Belongs to Montreal Telegraph Co.

TRANSPORTATION COMPANIES.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other than the exclusive property of your own or some other railroad company have been in use on your road, in the State of Michigan, during the year, on what terms respectively, and if rented by you or allowed mileage between local points in this State, the amount paid for the use of such cars during the period under report?

Pullman Palace Car Company's cars.

No rental paid.

□ Pullman Company maintain the cars and collect special fares.

Fast Freight Lines.

To what fast freight lines or other transportation companies, running cars upon your road, not the exclusive property of any railroad company paying taxes in this State upon its gross receipts, have you paid car mileage or car rentals, for the use of such cars, while in use for traffic between local points in this State, and what was the amount of such car rental or mileage paid?

None.

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

March 12. J. Knight, brakeman, Milwaukee Junction, fell from train; accidental; Company exonerated.

February 12. Geo. Davis, semaphore man, Fort Gratiot, found dead on track, supposed to have been run over; his own carelessness; Company exonerated.

October 20. Mrs. Mary Callahan, passenger, Detroit, jumped from train while in motion; her own carelessness; Company exonerated.

November 12. Thos. Cooper, trespasser, Port Huron, stealing ride and jumped from train while in motion; Company exonerated.

INJURED.

February 3. L. Button, yard brakeman, Fort Gratiot, coupling, two fingers crushed; his want of care.

February 19. W. Wilson, brakeman, Milwaukee Junction, fell from train, knee sprained and head bruised; accidental.

March 29. G. C. Cloghesy, brakeman, Fort Gratiot, coupling, one finger crushed; his own carelessness.

May 10. E. Johnson, brakeman, Fort Gratiot, coupling, one finger crushed; his own carelessness.

June 14. Margaret Neshe, Milwaukee Junction, crossing track in front of train, knee cut and side injured; her own carelessness.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accident.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions						
Coupling cars					8	
Derailments						
Falling from trains		1			1	
Frogs						
Getting on and off trains	1					
Highway crossings						1
Miscellaneous		1				
Overhead obstructions						
Trespassers on trains			1			
Trespassers on tracks						
Total	1	2	1		4	1

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year, - - -	4
Number of persons injured during the year, - - -	5
Number of casualties purely accidental, - - -	2
Number resulting from lack of caution, carelessness, or misconduct, - - -	6
Persons killed or injured while intoxicated, - - -	—
Trespassers and tramps killed or injured, - - -	1
Suicides, - - -	—

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employés.	Killed.	Injured.	Total.
Baggagemen.....			
Brakemen	1	4	5
Conductors.....			
Engineers.....			
Firemen			
Laborers.....			
Shopmen.....			
Yardmen	1		1
Not classified above.....			
Total.....	2	4	6

STATE OF MICHIGAN, }
COUNTY OF WAYNE, } ss.

William J. Spicer, General Manager, and James H. Muir, accountant, of the Chicago, Detroit & Canada Grand Trunk Junction Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

W. J. SPICER,
JAS. H. MUIR.

Subscribed and sworn to before me this 28th day of March, A. D. 1888.

[L. S.]

JAS. McQUEEN, JR.,
Notary Public, Wayne Co., Mich.

ANNUAL REPORT
OF THE
DETROIT, GRAND HAVEN & MILWAUKEE RAILWAY
COMPANY,

For the Year ending December 31, 1887.

[Filed March 30, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, JOSEPH HICKSON, Montreal.
Assistant to the President, CHARLES PERCY, Montreal.
Secretary and Treasurer, JAMES H. MUIR, Detroit.
General Manager, W. J. SPICER, Detroit.
Superintendent, A. B. ATWATER, Detroit.
Chief Engineer, GEORGE MASSON, Detroit.
Traffic Manager, GEORGE B. REEVE, Chicago.
General Counsel, E. W. MEDDAUGH, Detroit.
Solicitor, GEORGE JEROME, Detroit.

DIRECTORS.

JOSEPH HICKSON, Montreal, Quebec.
HON. JAMES F. JOY, Detroit, Mich.
ELIJAH W. MEDDAUGH, Detroit, Mich.
AARON B. MAYNARD, Detroit, Mich.
GEORGE F. MOORE, Detroit, Mich.
E. P. HANNAFORD, Montreal, Quebec.
W. J. SPICER, Detroit, Mich.
CHARLES STIFF, Hamilton, Ontario.
JOSEPH HOBSON, Hamilton, Ontario.

Term expires first Monday in October, 1888, or when successors are elected.

STOCKHOLDERS, STOCK, AND GENERAL OFFICES.

When chartered or articles of association filed,—Seventh March, 1884, as the Detroit & Pontiac Railroad Company.

Number of stockholders at date of last election, - - - - - 14
 Number of stockholders in Michigan at same date, - - - - - 5
 Amount of full paid stock held in Michigan at same date, - - - - \$250 00
 Date of annual meeting of stockholders,—First Monday in October.
 Fiscal year of Company ends December 31.
 General offices of the Company are located at Detroit, Michigan.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$1,194,309 38
Total expenses, - - - - -	\$863,615 92	
Net income, - - - - -	- - - - -	\$330,693 46
Interest on funded debt, - - - - -	319,300 00	
Interest on unfunded debt, - - - - -	32,233 34	
Rentals of engines and cars, - - - - -	6,922 28	
	\$358,455 62	
Less interest received on advances, - - - - -	27,836 54	
		330,619 08
Balance applicable to dividends. - - - - -	- - - - -	\$74 38
Balance for the year, - - - - -	- - - - -	\$74 38
Balance (profit and loss) last year, - - - - -	- - - - -	45,453 61
		\$45,527 99
Dividend (3 per cent) paid for the year 1886, - - - - -	\$45,000 00	
Balance forward to next year, - - - - -	527 99	
	\$45,527 99	\$45,527 99

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, - \$1,500,000 00
 Par value of shares, - - - - \$50 00
 No. of shares issued, - - - - 30,000

Amount paid in on common,	-	-	-	\$1,500,000 00
Total amount paid in, as per books of the Company,				\$1,500,000 00
Paid in per mile of road owned by Company,				
189 miles,	-	-	-	\$7,936 51

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
Equipment mortgage bonds, issued 14th November, 1878.....	6 per cent	Nov. 14, 1918	New York or London....	\$2,000,000 00
Consolidated mortgage bonds, issued 15th November, 1878.....	6 per cent	Nov. 15, 1918	New York or London....	3,200,000 00
Total funded debt.....				\$5,200,000 00

UNFUNDED DEBT.

For What Incurred.	Is the Same to be Funded, or how Liquidated.	Amount.
For construction.....
For equipment.....
For real estate	\$146,000 00
For renewals.....
For miscellaneous.....
For current balances.....	990,104 46
Total unfunded debt.....		\$1,136,104 46

RECAPITULATION.

Total funded debt,	-	-	-	-	-	-	\$5,200,000 00
Total unfunded debt,	-	-	-	-	-	-	1,136,104 46
Total debt liabilities,							\$6,336,104 46
Amount of debt liabilities per mile of road,—189 miles,							33,524 36
Total amount of stock and debt,	-	-	-	-	-	-	7,836,104 46
Stock and debt per mile of road,	-	-	-	-	-	-	41,460 87

GENERAL BALANCE SHEET,—Dr.

Construction account,	-	-	-	-	-		
Equipment account,	-	-	-	-	-	\$6,707,015	89
Other investments (specifying same):							
Land for enlarging station grounds at Detroit,					154,775	94	
							\$6,861,791 83
Cash items:							
Cash,	-	-	-	-	-	\$23,904	66
Due from agents,	-	-	-	-	-	39,978	03
							63,882 69
Other assets:							
Materials and supplies,	-	-	-	-	-	62,744	48
Debit balance from companies and individuals,						890,660	19
							962,404 67
Total,	-	-	-	-	-	-	\$7,888,079 19

GENERAL BALANCE SHEET,—Cr.

Capital stock,	-	-	-	-	-	\$1,500,000	00
Funded debt,	-	-	-	-	-	5,200,000	00
							\$6,700,000 00
Unfunded debt:							
Interest unpaid (accrued and unclaimed),						\$84,528	44
Notes payable,	-	-	-	-	-	120,000	00
Vouchers and accounts,	-	-	-	-	-	785,576	02
Other liabilities,—list as follows:							
Due on land purchased,	-	-	-	-	-	146,000	00
							1,136,104 46
Renewal funds—rail, locomotive and car,	-	-	-	-	-		51,446 74
Profit or loss, or income accounts,	-	-	-	-	-		527 99
Total,	-	-	-	-	-	-	\$7,888,079 19

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road, and Branches Built by Company.

Total expended for construction and equipment,	-	-	-	-	-	\$6,707,015	89
Average cost per mile of road (not including sidings,—189 miles),	-	-	-	-	-	35,486	86
Proportion of cost for Michigan,	-	-	-	-	-	6,707,015	89

Purchased by Present Company.

When purchased,—Fourth September, 1878, transferred by receiver 19th October, 1878.

Original cost to present Company, of road and equipment, . \$6,700,000 00

Amount expended since purchase, account of construction, -	\$7,015 89
Total cost to date of report, - - - - -	6,707,015 89
Proportion of cost for Michigan, - - - - -	6,707,015 89

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

MAIN LINE.

Sidings, - - - - -	\$7,015 89
Total charges to property account as above, - - -	\$7,015 89
Net addition to property account, - - - - -	7,015 89

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches:	
Local fares, - - - - -	\$449,977 08
Through fares, - - - - -	23,630 85
Total passenger fares, - - - - -	\$473,607 93
Express and baggage, - - - - -	29,125 10
Mails, - - - - -	26,950 63
Total passenger earnings, - - - - -	\$529,683 66
Proportion for Michigan, - - - - -	\$529,683 66
Per train mile, - - - - -	1 01
Per mile of road, - - - - -	2,802 56

FREIGHT EARNINGS.

Main line and branches:	
Local traffic, - - - - -	\$535,798 50
Through traffic, - - - - -	117,734 17
Total traffic, - - - - -	\$653,532 67
Total freight earnings, - - - - -	\$653,532 67
Proportion for Michigan, - - - - -	\$653,532 67
Per train mile, - - - - -	1 28
Per mile of road, - - - - -	3,457 84
Total transportation earnings, - - - - -	\$1,183,216 33

Transportation earnings per mile of road, -	\$6,260 40	
Transportation earnings per train mile, -	1 14	
Miscellaneous receipts from operating account, other than for transportation, as follows :		
From rentals of tracks or terminals, -	8,097 56	
From other sources, - - - - -	2,995 49	
Total, - - - - -		\$11,093 05
Total earnings from operation of road, - - - - -		\$1,194,309 38
Total earnings per mile of road, - - - - -	6,319 10	
Total earnings per train mile, - - - - -	1 15	
Proportion of earnings for Michigan, - - - - -	1,194,309 38	
Total earnings per mile of road in Michigan, - - - - -	6,319 10	
Total income from all sources, - - - - -		\$1,194,309 38
Proportion of income for Michigan, - - - - -	1,194,309 38	

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track, - - - - -	\$72,111 63
Renewals of rails, - - - - -	13,120 77
Renewals of ties, - - - - -	36,719 68
Repairs of bridges, including culverts and cattle guards, -	22,034 39
Repairs of fences, road crossings, and signs, - - - - -	7,393 25
Repairs of buildings, - - - - -	20,404 75
Total, - - - - -	\$171,784 47

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -	\$47,179 26
Repairs of passenger cars, - - - - -	25,777 86
Repairs of freight cars, - - - - -	46,908 62
Total, - - - - -	\$119,865 74

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$88,420 59
Water supply, - - - - -	4,387 64
Oil and waste, - - - - -	6,832 43
Locomotive service, - - - - -	85,822 02
Passenger train service, - - - - -	26,482 22
Passenger train supplies, - - - - -	4,800 00
Mileage of passenger cars, - - - - -	3,349 46

Freight train service,	-	-	-	-	-	-	-	\$40,136 61
Freight train supplies,	-	-	-	-	-	-	-	1,200 00
Mileage of freight cars,	-	-	-	-	-	-	-	4,416 22
Telegraph expenses (maintenance and operating),	-	-	-	-	-	-	-	21,000 00
Damage and loss of freight and baggage,	-	-	-	-	-	-	-	3,113 12
Damages to property and cattle,	-	-	-	-	-	-	-	2,890 50
Personal injuries,	-	-	-	-	-	-	-	6,024 12
Agents and station service,	-	-	-	-	-	-	-	167,234 67
Station supplies,	-	-	-	-	-	-	-	24,812 86
Total,	-	-	-	-	-	-	-	\$490,922 46

CLASS 4.—General Expenses.

Salaries of the general officers of the Company,	-	-	-	-	-	-	-	\$4,800 00
Salaries of clerks in general offices,	-	-	-	-	-	-	-	15,279 54
Law expenses,	-	-	-	-	-	-	-	5,791 00
Insurance,	-	-	-	-	-	-	-	5,314 87
Stationery and printing,	-	-	-	-	-	-	-	532 68
Outside agencies and advertising,	-	-	-	-	-	-	-	18,032 66
Contingencies,	-	-	-	-	-	-	-	5,856 15
Taxes,	-	-	-	-	-	-	-	25,436 35
Total,	-	-	-	-	-	-	-	\$81,043. 25

RECAPITULATION OF EXPENSES.

			Per Cent Of Expenses.	
Maintenance of way and buildings,	-	-	19.89	\$171,784 47
Maintenance of motive power and cars,	-	-	13.88	119,865 74
Conducting transportation,	-	-	56.85	490,922 46
General expenses, including taxes,	-	-	9.38	81,043 25
Total operating expenses and taxes,	-	-	100.00	\$863,615 92
Operating expenses and taxes per mile of road,	-	-	\$4,569 40	
Operating expenses and taxes per train mile run, for trains earning revenue,—1,036.854 miles,	-	-	83	
Proportion of operating expenses and taxes for Michigan:				
Main line,	-	-	-	863,615 92
Total proportion of expenses for Michigan,	-	-	-	\$863,615 92
Percentage of expenses to earnings,	-	-	72.31	
Net earnings per mile of road,	-	-	\$1,749 70	
Net earnings per train mile,	-	-	32	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
 From Detroit to Grand Haven, 22d November, 1858.

MAIN LINE.					Miles. 100ths.	Miles. 100ths.
In Michigan:						
From Detroit to Grand Haven,	.	-	-	-	189	00
					<hr/>	
Total length completed,	-	-	-	-	-	189 00
Total length of road belonging to this Company,	-	-	-	-	-	189 00
Total length of road belonging to this Company in Michigan,	-	-	-	-	189	00
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated,	-	-	-	-	57	32
Aggregate length of tracks in Michigan belonging to this Company, computed as single track,	-	-	-	-	246	32
Gauge of track in Michigan, 4 feet 8½ inches.						
					Total Miles.	In Michigan.
Total miles operated by the Company,	-	-	-	-	189 00	189 00

Number of Bridges and Trestles in Michigan.

Iron bridges, number of,	-	20; aggregate length, feet,	3,021
Wooden trestles, number of,	-	27; aggregate length, feet,	3,352
			<hr/>
Total,	-	47;	6,373

Swing Bridges in Michigan.

How many on your line? - - - - - 2

Where located, when built, and length of draw span :

 Near Ferrysburgh, one in 1869, two openings, 75 feet each.

 Near Ferrysburgh, one in 1870, two openings, 60 feet each.

Character of structure :

 Truss.

Material of which constructed :

 Iron.

Height above water, and depth of water under bridge :

 1869 bridge, height 12 feet, depth of water, 22 feet.

 1870 bridge, height 12 feet, depth of water 16 feet.

How swung, by engine or hand power?

 Hand power.

Approaches, straight or curved ?

 Three straight, one curved.

Do you require all trains to come to full stop before crossing draw, and how are they signaled?

 Yes, and by distant semaphores.

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality ?

- Grand Trunk Railway, four miles west of Detroit.
- Detroit & Bay City R. R., four miles west of Detroit.
- Michigan Air Line R. R., one mile east of Pontiac.
- Flint & Pere Marquette R. R., at Holly.
- Chicago & Grand Trunk R'y, at Durand.
- Toledo, Ann Arbor & North Michigan R'y, at Durand.
- Jackson, Lansing & Saginaw R. R., at Owosso.
- Detroit, Lansing & Northern R. R., at Ionia.
- Lowell & Hastings R. R., at Lowell.
- Grand Rapids & Indiana R. R., at Grand Rapids.
- Chicago & West Michigan R'y, at Grand Rapids and Ferrysburgh.

What railroads cross your road either over or under your grade in this State, and where?

Under grade:

- Muskegon, Grand Rapids & Indiana R. R., at Berlin.

At what crossings are interlocking and derailing switches in operation?

None.

Number of crossings of highways at grade in this State,	-	247
Number of crossings of highways at grade in this State, at which there are gates or flagmen,	- - - - -	25
Number of crossings at which there are electric or automatic signals,	- - - - -	None.
Number of crossings of highways over or under railroad (over, 10; under, 12),	- - - - -	22
Number of highway bridges, 18 feet above track,	-	7
Number of highway bridges, less than 18 feet above track,	-	3
Have safety-guards been erected at over-head obstructions?		
Yes, at all overhead bridges under 20 feet above rail.		
Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883?	- - - - -	Yes.
How are they treated?		
With Hart's patent safety attachment of wood-filling strips secured to rails by bolts.		

Stations.

Number of stations on whole line,	- - - - -	37
Same in Michigan,	- - - - -	37

Employés.

Number of persons regularly employed on all roads operated by Company, including officials,	- - - - -	1,025
Same in Michigan,	- - - - -	1,025
Classify your employés as per following list:		
		Number.
Baggagemen,	- - - - -	25
Brakemen,	- - - - -	53

	Number.
Conductors, - - - - -	32
Engineers, - - - - -	44
Firemen, - - - - -	42
Laborers, - - - - -	391
Shopmen, - - - - -	67
Yardmen, - - - - -	94
Others, - - - - -	277

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you ? - - - - -	385
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed : - - - - -	None.

Road Bed and Track.

Number of track sections in Michigan, - - - - -	37
Average length of sections (miles) - - - - -	5.1
Average number of men in each section gang, - - - - -	4
Number of new ties put in whole line during the year, - - - - -	114,749
Number of new ties put in track in Michigan, - - - - -	114,749
Average number of new ties per mile of road, - - - - -	607
New rails put in track :	
Steel [tons 2,053, 67 lbs. per yard], miles, - - - - -	19.5
Total miles of track laid with new rails, - - - - -	19.5

Bridges and Culverts.

Amount of trestle work replaced with earth during the year (linear feet), - - - - -	No report.
Timber culverts replaced during the year, - - - - -	9
One replaced with iron girders and stone abutments, - - - - -	1
With timber,—number, - - - - -	8
New bridges built during the year,—number :	
Two highway overhead bridges were rebuilt. Five wooden bridges renewed.	

Location.	Kind.	Material.	Month built.	Feet in length.
Congress street, Detroit.....	Bent highway	Wood.....	July.....	66
Larned street, Detroit	Bent highway	Wood.....	July.....	66
Total.....				132

ROLLING STOCK.

	Number.	Present Estimated Value,
Number of locomotives of more than 30 tons weight, exclusive of tender, - - - - -	14	\$70,000 00
Number of locomotives of 20 to 30 tons weight, exclusive of tender, - - - - -	22	88,000 00
Number of locomotives of 10 to 20 tons weight, exclusive of tender, - - - - -	5	12,500 00
Total, - - - - -	41	\$170,500 00
Number of passenger cars—12-wheel, including parlor and official cars, - - - - -	2	8,000 00
Number of passenger cars—8-wheel, including official cars, - - - - -	32	80,000 00
Number of express and baggage cars, - - - - -	11	16,500 00
Number of box freight cars, - - - - -	362	112 220 00
Number of stock cars, - - - - -	44	13,200 00
Number of platform cars, - - - - -	199	54,725 00
Number of conductors' way cars, - - - - -	21	10,500 00
Other cars as follows:		
Auxiliary, 1, - - - - -		\$450 00
Charcoal, 18, - - - - -		6,300 00
Furniture, 10, - - - - -	29	10,250 00
Total, - - - - -	700	\$305,395 00
Number of locomotives equipped with power brakes,	17	
Number of passenger-train cars equipped with power brakes, - - - - -	45	
Number of freight cars equipped with power brakes, - - - - -	None.	
What patterns of power brakes have you in use, and number of locomotives and cars with each? Westinghouse automatic.		
Number of passenger cars with Miller, or other approved platform and buffer (state pattern),— Miller, - - - - -	45	
Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885? Yes.		
What pattern or patterns have you adopted for use? McCree's and Aikman.		

MILEAGE, TRAFFIC, ETC.

Train Mileage.

Miles run by passenger trains during the year, - - -	524,554
Miles run by freight trains during the year, - - -	512,300
Total mileage of trains earning revenue, - - -	1,036,854

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of through passengers carried,	- 5,045		
Number of local passengers carried,	- 593,588		
Total number of passengers carried,	- 598,633		
Total passenger mileage, or passengers carried one mile,		19,185,375	
Average distance traveled by each passenger,	- -	32.05	
Average amount received from each passenger,	- -	- -	\$0 79
Average rate of fare per mile for through passengers,	- -	- -	02.48
Average rate of fare per mile for local passengers,	- -	- -	02.47
Average rate of fare per mile for all passengers,	- -	- -	02.47

Freight Traffic.

Number of tons of through freight carried, - - - - -	139,819		
Number of tons of local freight carried,	524,270		
Total tons of freight carried,	- 664,089		
Total mileage of through freight,	- - -	26,412,758	
Total mileage of local freight,	- - -	28,050,703	
Total freight mileage, or tons carried one mile,		54,463,461	
Average ton haul for through freight,	- - -	189	
Average ton haul for local freight,	- - -	53.50	
Average ton haul for all freight,	- - -	82.01	
Average amount received for each ton haul,	- - -	- -	\$0 98
Average rate per ton per mile, received for through freight,	- - -	- -	00.45
Average rate per ton per mile, received for local freight,	- - -	- -	01.91
Average rate per ton per mile, received for all freight,	- - -	- -	01.20

Freight forwarded at Michigan Stations.

	Forwarded, Tons.
Grain, - - - - -	84,532
Flour, - - - - -	24,549
Provisions (beef, pork, lard, etc.), - - - - -	2,455
Animals, - - - - -	20,213
Other agricultural products, - - - - -	24,883
Lumber and forest products, - - - - -	145,352
Coal, - - - - -	58,249
Plaster, lime and cement, - - - - -	11,411
Salt, - - - - -	3,405
Railroad iron, iron and steel rails, - - - - -	2,805
Pig and bloom iron, - - - - -	11,904
Other iron and castings, - - - - -	7,797

	Forwarded, Tons.
Ores, - - - - -	230
Stone, brick and sand, - - - - -	6,158
Manufactures,—articles shipped from point of production, - - -	37,232
Merchandise and other articles not enumerated above, - - -	97,547
Total forwarded, - - - - -	538,722

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain, - - - - -	106,310	16.02
Flour, - - - - -	100,362	15.11
Provisions (beef, pork, lard, etc.), - - - - -	3,469	.52
Animals, - - - - -	20,213	3.04
Other agricultural products, - - - - -	26,615	4.01
Lumber and forest products, - - - - -	145,399	21.90
Coal, - - - - -	58,249	8.77
Plaster, lime and cement, - - - - -	11,411	1.72
Salt, - - - - -	3,405	.51
Railroad iron, iron and steel rails, - - - - -	3,619	.54
Pig and bloom iron, - - - - -	11,946	1.80
Other iron and castings, - - - - -	7,856	1.18
Ores, - - - - -	1,268	.19
Stone, brick and sand, - - - - -	6,158	.93
Manufactures,—articles shipped from point of production, - - - - -	39,320	5.92
Merchandise and other articles not enumerated above, - - - - -	118,489	17.84
Total tons carried, - - - - -	664,089	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc. ; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company has exclusive right for passenger trains, and pays \$50 per day for not exceeding 5,000 lbs. per day, and 60 cents per 100 lbs. excess, carrying light freight, money, etc., and taking freight to and from depots.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?
189 miles of single wire belonging to the Western Union Telegraph Company, using the Railway Company's poles. A second wire 46½ miles long of same Telegraph Company, with poles, runs between Detroit and Holly.

TRANSPORTATION COMPANIES.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other than the exclusive property of your own or some other railroad company have been in use on your road, in the State of Michigan, during the year, on what terms respectively, and if rented by you or allowed mileage between local points in this State, the amount paid for the use of such cars during the period under report?

Wagner Palace Car Company, New York, - - - -	\$3,182 84
--	------------

Fast Freight Lines.

To what fast freight lines or other transportation companies, running cars upon your road, not the exclusive property of any railroad company paying taxes in this State upon its gross receipts, have you paid car mileage or car rentals for the use of such cars, while in use for traffic between local points in this State, and what was the amount of such car rental or mileage paid?

Ames Palace Horse Car Company, Toledo, - - - -	\$32 10
Ayers, A. A. & Co., Montreal, - - - -	47
Armour & Co., Chicago, - - - -	4 69
American Refrigerator Transportation Company, St. Louis, -	9 54
Anglo-American Provision Company, Chicago, - - - -	5 28
Bull, J. G., Philadelphia, - - - -	2 36
Commercial Express Line (Tiffany), Buffalo, - - - -	44 24
Cutler & Savage Lumber Line, Spring Lake, - - - -	1 37
Chicago, Boston & Liverpool, St. Albans, Vt., - - - -	179 42
D. G. H. & M. Special Blue Line, per W. K. Muir, Detroit, -	64 07
Ellsworth, J. W., Chicago, - - - -	3 74
Kansas City Dressed Beef Line, Kansas City, Mo., - - - -	1 85
Lackawanna Line, Buffalo, - - - -	17 63
Merchants' Despatch Transportation Company, New York, -	2,067 11
Menasha Wooden Ware Company, Chicago, - - - -	1 27
Morris, Nelson & Co., Chicago, - - - -	3 78
National Car Company, St. Albans, Vt., - - - -	8,715 12
Parker, D. W., Kalamazoo, - - - -	49
Racine Wagon & Carriage Company, Milwaukee, - - - -	97
Rogers' Locomotive Works, New York, - - - -	3 53
Swift's Refrigerator Line, Chicago, - - - -	87 31
Swift's Refrigerators (N. D.), St. Albans, Vt., - - - -	9 85
Street's Stable Car Line, Buffalo, - - - -	20 80
Sheboygan Manufacturing Company, Chicago, - - - -	1 00
Union Tank Line, New York, - - - -	37 96
United States Transportation Company, Chicago, - - - -	5 28
Walker E. C., Detroit, - - - -	93 62

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

March 31. M. Bishop, trespasser, Ovid, stealing ride; Company exonerated.

July 11. Mrs. Hearn, Lake Shore Junction, Detroit, highway collision; her own carelessness; Company exonerated.

August 13, P. D. Kenny, yard conductor, Detroit, slipped while riding on breakbeam; his own carelessness; Company exonerated.

October 13. Miss A. Sukouski, Grand Rapids, highway collision; accidental; Company said to be to blame; engineer's evidence was he did not see the child.

December 7, E. Sunderland, trespasser, Lake Shore Junction, Detroit, jumped from train; his own carelessness; Company exonerated.

INJURED.

January 20. E. Childs, brakeman, Birmingham, coupling, arm squeezed; his own carelessness.

February 1. D. Karrer, brakeman, Holly, coupling, fingers crushed; carelessness.

February 21. W. G. Jack, Ionia, highway collision, arm broken; intoxicated.

March 21. C. Fitzgerald, trespasser, Detroit, stealing ride, right arm crushed.

April 13. R. Little, brakeman, Holly, coupling, fingers crushed; his own carelessness.

July 7. F. Howe, brakeman, St. Johns, coupling, fingers crushed; his own carelessness.

August 9. N. McSweeney, trespasser, Detroit, crawling under car, foot crushed.

August 12. F. Housan, switchman, Lake Shore Junction, Detroit, coupling, fingers crushed; his own carelessness.

November 1. A. B. Rogers, express agent, Pewamo, crossing in front of train, arm broken; carelessness.

November 2. J. T. McKay, brakeman, Vernon, fell into cattle guard, leg broken; accidental.

November 30. S. Hobin, brakeman, Detroit, stepped in front of engine, leg crushed; his own carelessness.

December 28. J. McLarty, brakeman, Milwaukee Junction, coupling, fingers crushed; carelessness.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accidents.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions.....						
Coupling cars.....					6	
Derailments.....						
Falling from trains		1	1			
Frogs.....						
Getting on and off trains.....						
Highway crossings.....			2			1
Miscellaneous.....					2	1
Overhead obstructions.....						
Trespassers on trains.....			1			1
Trespassers on tracks.....						1
Total.....		1	4		8	4

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year,	-	-	-	-	5
Number of persons injured during the year,	.	.	.	.	12
Number of casualties purely accidental,	-	-	-	-	2
Number resulting from lack of caution, carelessness, or misconduct,	-	-	-	-	14
Persons killed or injured while intoxicated,	-	-	-	-	1
Trespassers and tramps killed or injured,	-	-	-	-	4
Suicides,	-	-	-	-	—

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employés.	Killed.	Injured.	Total.
Baggagemen.....			
Brakemen.....		7	7
Conductors	1		1
Engineers			
Firemen.....			
Laborers.....			
Shopmen			
Yardmen.....		1	1
Not classified above			
Total	1	8	9

STATE OF MICHIGAN, }
COUNTY OF WAYNE, } ss.

W. J. Spicer, General Manager, and James H. Muir, Secretary and Treasurer, of the Detroit, Grand Haven & Milwaukee Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

W. J. SPICER,
JAS. H. MUIR.

Subscribed and sworn to before me this 28th day of March, A. D. 1888.

[L. S.]

JAS. McQUEEN, JR.,
Notary Public Wayne Co., Mich.

ANNUAL REPORT
OF THE
CHICAGO & GRAND TRUNK RAILWAY COMPANY.

For the Year ending December 31, 1887.

[Filed March 30, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, JOSEPH HICKSON, Montreal, Que.
Vice President, L. J. SEARGEANT, Montreal, Que.
Ass't to President and Secretary, CHAS. PERCY, Montreal, Que.
Treasurer, JAS. H. MUIR, Detroit, Mich.
General Manager, W. J. SPICER, Detroit, Mich.
Superintendent, A. B. ATWATER, Detroit, Mich.
Assistant Superintendent, W. J. MORGAN, Battle Creek, Mich.
Chief Engineer, GEORGE MASSON, Detroit, Mich.
Traffic Manager, GEO. B. REEVE, Chicago, Ill.
Gen. Pass. and Ticket Agent, W. E. DAVIS, Chicago, Ill.
Assistant Gen. Freight Agents :
JOHN MAIN, Detroit, Mich.
DAVID BROWN, Chicago, Ill.
Attorney, E. W. MEDDAUGH, Detroit, Mich.

DIRECTORS.

JOSEPH HICKSON, Montreal, Que.
L. J. SEARGEANT, Montreal, Que.
ROBT. WRIGHT, Montreal, Que.
E. W. MEDDAUGH, Detroit, Mich.
JAS. McMILLAN, Detroit, Mich.
W. J. SPICER, Detroit, Mich.
W. C. BEARDSLEY, Auburn, N. Y.

W. S. SHEPARD, Bath N. Y.
F. A. HOWE, Chicago, Ill.
J. H. WHITMAN, Chicago, Ill.
W. MUNRO, Chicago, Ill.
A. H. DOLTON, Chicago, Ill.
JOHN MCCAFFERY, Chicago, Ill.
DR. F. SKINNER, Valparaiso, Ind.
W. T. MITCHELL, St. Hyacinthe, Que.
Terms expire March 14, 1888, or when their successors are elected.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—April 7, 1880.
Number of stockholders at date of last election, - - - - - 288
Number of stockholders in Michigan at same date, - - - - - 15
Amount of full paid stock held in Michigan at same date, - - - - \$185,500 00
Date of annual meeting of stockholders,—Second Wednesday in March.
Fiscal year of Company ends December 31.
General offices of the Company are located at Detroit and Chicago.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$3,478,696 20
Total expenses, including taxes, - - - - -	\$2,515,384 76	
Net income, - - - - -	- - - - -	\$963,311 44
Interest on funded debt, - - - - -	\$738,738 40	
Interest on unfunded debt, - - - - -	28,857 71	
Rentals of buildings, tracks, etc., - - - - -	106,011 92	
Rentals of cars, - - - - -	89,626 13	
		963,234 16
Balance for the year, - - - - -	- - - - -	\$77 28
Balance forward to next year, - - - - -	77 28	
	\$77 28	\$77 28

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$6,600,000 00
Par value of shares, - - -	\$100 00	
No. of shares issued, - - -	66,000	
Amount paid in on common, - - -	\$6,600,000 00	

Total amount paid in as per books of the Company, - \$6,600,000 00

Paid in per mile of road owned by Company,—miles, 330.50, - - - - \$20,000 00

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage bonds.....	6 per cent	Jan. 1, 1900	London, Eng., and New Y'rk	\$6,000,000 00
Second mortgage bonds.....	5 per cent	Jan. 1, 1922	New York	6,000,000 00
Total funded debt.....				\$12,000,000 00

UNFUNDED DEBT.

For what Incurred.	Is the same to be Funded, or How Liquidated.	Amount.
For construction.....	\$941,386 16
For equipment.....	
For real estate.....	
For renewals.....	
For miscellaneous.....	
For current balances.....	
Total unfunded debt.....		\$941,386 16

RECAPITULATION.

Total funded debt, - - - - -	\$12,000,000 00
Total unfunded debt, - - - - -	941,386 16
Total debt liabilities, - - - - -	\$12,941,386 16

Amount of debt liabilities per mile of road—330.50 miles, - 39,157 00

Total amount of stock and debt, - - - - -	19,541,386 16
Stock and debt per mile of road (330.50 miles), - - - - -	59,157 00

GENERAL BALANCE SHEET.—Dr.

Construction account,	-	-	-	-	-	-	-	}	\$18,535,746 25
Equipment account,	-	-	-	-	-	-	-		
Cash items:									
Cash,	-	-	-	-	-	-	-		148,608 47
Other assets:									
Materials and supplies,	-	-	-	-	-		\$224,949 12		
Sundry assets,	-	-	-	-	-		162,486 66		
Debit balances from companies and individuals,							429,672 94		
Securities in hand,	-	-	-	-	-		40,000 00		
									857,108 72
Total,	-	-	-	-	-	-	-	-	\$19,54 ,463 44

GENERAL BALANCE SHEET,—Cr.

Capital stock,	-	-	-	-	-	-	\$6,600,000 00		
Funded debt,	-	-	-	-	-	-	12,000,000 00		
									\$18,600,000 00
Unfunded debt:									
Interest unpaid (payable January 1, 1888),							\$238,071 78		
Notes payable,	-	-	-	-	-		537 50		
Vouchers and accounts,	-	-	-	-	-		702,776 88		
									941,386 16
Profit and loss or income accounts,	-	-	-	-	-	-			77 28
Total,	-	-	-	-	-	-	-	-	\$19,541,463 44

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment,	-	-	-	-	-	-	\$18,535,746 25
Average cost of per mile of road (not including sidings),—							
830.50 miles,	-	-	-	-	-	-	56,083 95
Proportion of cost for Michigan,	-	-	-	-	-	-	12,561,675 23

Purchased by Present Company.

When purchased,—April 7, 1880.

Original cost to present Company, of road and equipment,	-	-	-	-	-	-	\$12,889,800 78
Amount expended since purchase, account of construction,	-	-	-	-	-	-	3,952,397 47
Amount expended since purchase, account of equipment,	-	-	-	-	-	-	1,693,548 00
Total cost to date of report,	-	-	-	-	-	-	18,535,746 25
Proportion of cost for Michigan,	-	-	-	-	-	-	12,764,985 23

CHARGES AND CREDITS DURING THE YEAR.

MAIN LINE.

[illegible]

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches :									
Local fares,	-	-	-	-	-	-	-	-	\$413,747 56
Through fares,	-	-	-	-	-	-	-	-	543,269 85
									<hr/>
Total passenger fares,	-	-	-	-	-	-	-	-	\$957,017 41
Express and baggage,	-	-	-	-	-	-	-	-	49,012 90
Mails,	-	-	-	-	-	-	-	-	25,537 06
									<hr/>
Total passenger earnings,	-	-	-	-	-	-	-	-	\$1,031,557 37
Proportion for Michigan,	-	-	-	-	-	-	-	-	\$681,103 26
Per train mile,	-	-	-	-	-	-	-	-	1 11
Per mile of road,	-	-	/	-	-	-	-	-	3,040 61

FREIGHT EARNINGS.

Main line and branches:					
Local traffic,	-	-	-	-	\$609,081 43
Through traffic,	-	-	-	-	1,835,851 40
Total traffic,	-	-	-	-	<u>\$2,444,932 83</u>
Total freight earnings,	-	-	-	-	- - - 2,444,932 03
Proportion for Michigan,	-	-	-	-	\$1,614,292 74
Per train mile,	-	-	-	-	1 19
Per mile of road,	-	-	-	-	7,206 66
Total transportation earnings,	-	-	-	-	<u>\$3,476,500 20</u>

Transportation earnings per mile of road,	\$10,247 27	
Transportation earnings per train mile, -	1 14	
Miscellaneous receipts from operating account, other than for transportation, as follows:		
From rentals of tracks or terminals, - - -	996 00	
From other sources, - - - - -	1,200 00	
		<u>\$2,196 00</u>
Total earnings from operation of road, - - -		\$3,478,696 20
Total earnings per mile of road, - - -	\$10,253 78	
Total earnings per train mile, - - -	1 14	
Proportion of taxable earnings for Michigan,	2,296,845 91	
Total taxable earnings per mile of road in Michigan,—224, - - - - -	10,253 77	
		<u>\$3,478,696 20</u>
Total income from all sources, - - - - -		\$3,478,696 20
Proportion of income for Michigan, - - - - -		2,296,845 91

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track, - - - - -	\$189,071 01
Renewals of rails, - - - - -	} 95,500 29
Renewals of ties, - - - - -	
Repairs of bridges, including culverts and cattle guards, -	
Repairs of fences, road crossings, and signs, - - -	24,421 97
Repairs of buildings, - - - - -	8,466 65
	42,359 06
	<u>\$359,818 98</u>
Total, - - - - -	\$359,818 98

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -	\$155,757 54
Repairs of passenger cars, - - - - -	69,500 06
Repairs of freight cars, - - - - -	129,211 67
	<u>\$354,469 27</u>
Total, - - - - -	\$354,469 27

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$308,643 07
Water supply, - - - - -	14,870 61
Oil and waste, - - - - -	32,313 43
Locomotive service, - - - - -	269,299 01
Passenger train service, - - - - -	63,342 24
Passenger train supplies, - - - - -	7,575 50
Mileage of passenger cars, - - - - -	50,020 20

Freight train service,	-	-	-	-	-	-	-	\$316,070	50
Freight train supplies,	-	-	-	-	-	-	-	15,151	02
Mileage of freight cars,	-	-	-	-	-	-	-	168,070	55
Telegraph expenses (maintenance and operating),	-	-	-	-	-	-	-	61,333	33
Damage and loss of freight and baggage,	-	-	-	-	-	-	-	17,500	14
Damages to property and cattle,	-	-	-	-	-	-	-	1,045	00
Personal injuries,	-	-	-	-	-	-	-	50,491	50
Agents and station service,	-	-	-	-	-	-	-	122,666	67
Station supplies,	-	-	-	-	-	-	-	12,953	01
Total,	-	-	-	-	-	-	-	\$1,511,345	78

CLASS 4.—General Expenses.

Salaries of the general officers of the Company,	-	-	-	-	-	-	-	\$23,129	31
Salaries of clerks in general offices,	-	-	-	-	-	-	-	17,056	70
Law expenses,	-	-	-	-	-	-	-	13,607	53
Insurance,	-	-	-	-	-	-	-	7,607	52
Stationery and printing,	-	-	-	-	-	-	-	27,164	53
Outside agencies and advertising,	-	-	-	-	-	-	-	70,353	44
Contingencies,	-	-	-	-	-	-	-	13,858	80
Taxes,	-	-	-	-	-	-	-	116,972	90
Total,	-	-	-	-	-	-	-	\$289,750	73

RECAPITULATION OF EXPENSES.

			Per Cent of Expenses.	
Maintenance of way and buildings,	-	-	14.30	\$359,818 98
Maintenance of motive power and cars,	-	-	14.09	354,469 27
Conducting transportation,	-	-	60.09	1,511,345 78
General expenses, including taxes,	-	-	11.52	289,750 73
Total operating expenses and taxes,	-	-	100.00	\$2,515,384 76
Operating expenses and taxes per mile of road,	-	\$7,414	33	
Operating expenses and taxes per train mile run, for trains earning revenue,—3,054,971 miles),	-	0	82	
Proportion of operating expenses and taxes for Michigan:				
Main line,	-	-	1,634,955	01
Total proportion of expenses for Michigan,	-	-	-	\$1,634,955 01
Percentage of expenses to earnings,	-	72.31		
Net earnings per mile of road,	-	-	\$2,839	50
Net earnings per train mile,	-	-	0	32

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
From Port Huron, Mich., to Chicago, Ill., February 1, 1880.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan:		
From Port Huron, Mich., to Michigan and Indiana State Line, - - - - -	224 00	
In Indiana:		
From Michigan and Indiana State Line to Indiana and Illinois State Line, - - - - -	80 42	
In Illinois:		
From Indiana and Illinois State Line to 26th street and Western avenue, Chicago, Ill., - - - - -	26 08	
Total length completed, - - - - -		330 50
Total length of road belonging to this Company, - - - - -		330 50
Total length of road belonging to this Company in Michigan, - - - - -	224 00	
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated, - - - - -	40 50	
Aggregate length of tracks in Michigan belonging to this Company, computed as single track, - - - - -		264 50
Gauge of track, 4 feet 8½ inches.		

Proprietary or Leased Roads Operated by this Company.

Name, description, and length of each:

	Total Miles.	In Michigan.
Grand Trunk Junction Railway, 49th street, Chicago, Ill., - - - - -	3 90	
Chicago & Western Indiana Railroad, 49th street to Polk street, Chicago, Ill., - - - - -	4 86	
Total, - - - - -	8 76	
Total miles operated by the Company, - - - - -	339 27	224 00

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of, 83; aggregate length, feet, -	5,696
Iron bridges, number of, 9; aggregate length, feet, -	552
Total, - - - - - 92; - - - - -	6,248

Draw Bridges in Michigan.

How many on your line? - - - - - None.

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?

Grand Trunk R'y, near Port Huron, Mich.

Detroit & Bay City R. R., at Lapeer.

Flint & Pere Marquette R. R., at Flint.

Detroit, Grand Haven & Milwaukee R'y, at Durand.

Toledo, Ann Arbor & North Michigan R. R., at Durand.

Jackson, Lansing & Saginaw R. R., at Lansing.

Lake Shore & Michigan Southern R. R., at Lansing and Schoolcraft.

Michigan Central R. R., at Charlotte, Battle Creek and Cassopolis.

Grand Rapids & Indiana R. R., at Vicksburg, Mich.

What railroads cross your road either over or under your grade in this State, and where?

Under grade:

Pontiac, Oxford & Port Austin R. R., near Imlay City.

At what crossings are interlocking and derailing switches in operation?

Lansing and Nichols.

What pattern or patterns have you adopted?

Union Switch and Signal Company's.

Number of crossings of highways at grade in this State, - 263

Number of crossings of highways at grade in this State at which there are gates or flagmen, - 4

Number of crossings at which there are electric or automatic signals, - None.

What pattern or patterns in use? - None.

Number of crossings of highways over or under railroad (over, 9; under, —), - 9

Number of highway bridges, 18 feet above track, - 4

Number of highway bridges, less than 18 feet above track, - 1

Have safety guards been erected at over-head obstructions? - Yes.

Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883? - Yes.

How are they treated?

With Hart's patent blocking.

Stations.

Number of stations on whole line, - 83

Same in Michigan, - 50

Employés.

Number of persons regularly employed on all roads operated by Company, including officials, - 2,567

Same in Michigan, - 1,615

Classify your employes as per following list :

	Number.
Baggagemen, - - - - -	28
Brakemen, - - - - -	154
Conductors, - - - - -	81
Engineers, - - - - -	121
Firemen, - - - - -	110
Laborers, - - - - -	673
Shopmen, - - - - -	538
Yardmen, - - - - -	122
Others, - - - - -	740

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you? - - - - -	416.
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed, - - - - -	None.

Road Bed and Track.

Number of track sections in Michigan, - - - - -	45.
Average length of sections (miles), - - - - -	5
Average number of men in each section gang, - - - - -	5
Number of new ties put in whole line during the year, - - - - -	152,779
Number of new ties put in track in Michigan, - - - - -	75,799
Average number of new ties per mile of road, - - - - -	387
New rails put in track:	
Steel [tons 1,549 1,901-2,240], miles (67 lbs. rails), - - - - -	14.72
Total miles of track laid with new rails, - - - - -	14.72
About 10 miles of above rails laid in Michigan in equal portions west of Davison and east of Battle Creek.	

Bridges and Culverts.

Amount of trestle work replaced with earth during the year (linear feet), - - - - -	636.
Timber culverts replaced during the year, - - - - -	68
With iron pipe,—number, - - - - -	4
With timber,—number, - - - - -	64
Cattle guards renewed, - - - - -	41
New bridges built during the year, - - - - -	None.

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of more than 30 tons weight, exclusive of tender, - - - - -	93	\$465,000 00
Number of locomotives of 20 to 30 tons weight, exclusive of tender, - - - - -	34	136,000 00
Number of locomotives of 10 to 20 tons weight, exclusive of tender, - - - - -	1	1,500 00
Total, - - - - -	128	\$602,500 00
 Number of passenger cars—12-wheel, including official cars, - - - - -	 2	 11,000 00
Number of passenger cars—8-wheel, including official cars, - - - - -	24	84,000 00
Number of express and baggage cars, - - - - -	16	29,600 00
Number of box freight cars, - - - - -	623	199,360 00
Number of stock cars, - - - - -	215	75,250 00
Number of platform cars, - - - - -	275	68,750 00
Number of conductors' way cars, - - - - -	63	31,500 00
Other cars as follows :		
Snow scraper, 1; snow plow, 2; derricks, 2; auxiliary, 5; steam shovel, 1; pile driver, 1, -	12	5,000 00
Total, - - - - -	1,230	\$1,106,960 00
 Number of locomotives equipped with power brakes,	48	
Number of passenger-train cars equipped with power brakes, - - - - -	42	
Number of freight cars equipped with power brakes, - - - - -	None.	
What patterns of power brakes have you in use, and number of locomotives and cars with each?		
All Westinghouse automatic.		
Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885?		
Yes.		
What pattern or patterns have you adopted for use?		
McCree automatic coupler.		

MILEAGE, TRAFFIC, ETC.

Train Mileage.

Miles run by passenger trains during the year, - - -	928,250
Miles run by freight trains during the year, - - -	2,060,490
Miles run by mixed trains - - - - -	66,231
Total mileage of trains earning revenue, - - -	3,054,971

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of through passengers carried, -	109,435		
Number of local passengers carried, -	517,475		
Total number of passengers carried, -	626,910		
Total passenger mileage, or passengers carried one mile,	54,665,416		
Average distance traveled by each passenger, -	87.2		
Average amount received from each passenger, -			\$1.53
Average rate of fare per mile for through passengers, -			01.49
Average rate of fare per mile for local passengers, -			02.28
Average rate of fare per mile for all passengers, -			01.75

Freight Traffic.

Number of tons of through freight carried, -	1,065,176		
Number of tons of local freight carried, -	519,544		
Total tons of freight carried, -	1,584,720		
Total mileage of through freight, -	351,952,101		
Total mileage of local freight, -	64,341.631		
Total freight mileage, or tons carried one mile, -	416,293.732		
Average ton haul for through freight, -	330.4		
Average ton haul for local freight, -	123.8		
Average ton haul for all freight, -	262.7		
Average amount received for each ton haul, -			\$1 54
Average rate per ton per mile, received for through freight, -			00.52
Average rate per ton per mile, received for local freight, -			00.95
Average rate per ton per mile, received for all freight, -			00.59

Freight Forwarded at Michigan Stations.

	Forwarded, Tons.
Grain, -	164,728
Flour, -	49,215
Provisions (beef, pork, lard, etc.), -	184,276
Animals, -	20,780
Other agricultural products, -	58,998
Lumber and forest products, -	82,993
Coal, -	102,624
Plaster, lime and cement, -	4,125
Salt, -	21,020
Petroleum, -	698
Railroad iron, iron and steel rails, -	43,736
Pig and bloom iron, -	12,383
Other iron and castings, -	8,332
Ores, -	633

	Forwarded, Tons.
Stone, brick and sand, - - - - -	27,974
Manufactures,—articles shipped from point of production, - - -	77,330
Merchandise and other articles not enumerated above, - - -	186,546
Total forwarded, - - - - -	1,046,391

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain, - - - - -	249,474	15.74
Flour, - - - - -	74,535	4.70
Provisions (beef, pork, lard, etc.), - - -	279,079	17.61
Animals, - - - - -	31,470	1.99
Other agricultural products, - - - - -	89,351	5.64
Lumber and forest products, - - - - -	125,690	7.93
Coal, - - - - -	155,421	9.81
Plaster, lime and cement, - - - - -	6,247	.39
Salt, - - - - -	31,834	2.01
Petroleum, - - - - -	1,057	.07
Railroad iron, iron and steel rails, - - -	66,237	4.18
Pig and bloom iron, - - - - -	18,754	1.18
Other iron and castings, - - - - -	12,618	.80
Ores, - - - - -	958	.06
Stone, brick and sand, - - - - -	42,365	2.67
Manufactures,—articles shipped from point of production, - - -	117,113	7.39
Merchandise and other articles not enumerated above, - - -	282,517	17.83
Total tons carried, - - - - -	1,584,720	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company.

One and a half first-class rates, except for fish, game, and fruit, which are charged first-class. Half fare for messengers.

Freight taken at trains.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?

Three wires, 335 miles each, owned by Western Union Telegraph Company.

TRANSPORTATION COMPANIES.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other than the exclusive property of your own or some other railroad company have been in use on your road, in the State of Michigan, during the year, on what terms respectively, and if rented by you or allowed mileage between local points in this State, the amount paid for the use of such cars during the period under report?

Wagner Palace Car Company, New York,	-	-	-	\$13,647 70
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Fast Freight Lines.

To what fast freight lines or other transportation companies, running cars upon your road, not the exclusive property of any railroad company paying taxes in this State upon its gross receipts, have you paid car mileage or car rentals, for the use of such cars, while in use for traffic between local points in this State, and what was the amount of such car rental or mileage paid?

Anglo American Provision Car Company, Chicago,	-	-	-	\$54 41
Arms Palace Horse Car Co., Toledo,	-	-	-	68 42
American Live Stock Express Co., New York,	-	-	-	154 58
American Refrigerator Transit Co., St. Louis,	-	-	-	4 41
American Refrigerator Car Co., New York,	-	-	-	1 21
Armour Refrigerator Line, Chicago,	-	-	-	1,740 78
Ayers, A. A. & Co., Montreal,	-	-	-	32 03
Brill, J. G., Philadelphia,	-	-	-	1 54
Chicago, Boston & Liverpool, St. Albans,	-	-	-	14,671 24
Commercial Express Line (Tiff.), Buffalo,	-	-	-	3,895 44
D. G. H. M. Special Blue Line, per W. K. Muir, Detroit,	-	-	-	39 54
Frazer, Lubricator Co., Chicago,	-	-	-	9 62
Kansas City Dressed Beef Line, Kansas City,	-	-	-	28 51
Lackawanna Line, Buffalo,	-	-	-	231 87
Menasha Wooden Ware Co., Chicago,	-	-	-	19 49
Merchants' Despatch Trans. Co., New York,	-	-	-	385 71
Michigan Car Company, Detroit,	-	-	-	6,883 59
Morris, Edwards Manufacturing Line, Chicago,	-	-	-	72 82
Morris, Nelson & Co., Chicago,	-	-	-	46 96
National Car Co., St. Albans,	-	-	-	15,764 73
Racine Wagon & Carriage Company, Milwaukee,	-	-	-	10 44
Sheboygan Manufacturing Co., Chicago,	-	-	-	8 84
St. Louis Manufacturing Car Co., St. Louis,	-	-	-	7 61
Skeel's Stable Car Line, Buffalo,	-	-	-	1,401 17
Swift's Refrigerator (N. D.), Chicago,	-	-	-	8,428 28
Swift's Refrigerator Line, Chicago,	-	-	-	49,150 13
Transcontinental Transportation Co., Chicago,	-	-	-	3 20
United States Transportation Company, Chicago,	-	-	-	16 02
Union Tank Line, New York,	-	-	-	76 48
Walker, E. C., Detroit,	-	-	-	55 21

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

January 29 M. Lynch, brakeman, Lapeer, slipped while coupling; accidental; verdict: Company exonerated.

January 31. F. A. Garfield, brakeman, between Climax and Scott's, fell from train; accidental; verdict: Company exonerated.

March 27. J. K. Lewis, trespasser, Battle Creek, walking on track; his own carelessness.

May 13. J. Pearson, brakeman, Cassopolis, stubbed foot against tie or rail; accidental.

July 4. Mrs. S. Underhill, Milletts, highway collision; her own carelessness; Company not censured.

August 12. F. Cones, brakeman, Bellevue, slipped and fell under cars; accidental; Company not censured.

September 21. O. D. Richardson, trespasser, Bancroft, stealing ride on deadwood of car; Company not censured.

October 6. A. F. Mead, Edwardsburg, highway collision, was deaf; accidental; Company exonerated.

December 6. H. McGowen, brakeman, O. & G. T. Junction, collision; want of care on part of train men, who were censured.

December 20. N. Lemon, section foreman, Vicksburg, struck by train; his own carelessness; Company exonerated.

December 24. G. C. Downing, brakeman, Lansing, slipped and fell from train; accidental; Company exonerated.

INJURED.

January 23. F. E. Pillmore, brakeman, Stillwell, fell between cars, injured internally; his own carelessness.

March 10. O. Gustason, brakeman, Durand, coupling, hand crushed; his own carelessness.

March 30. Jos. English, brakeman, Nichols, coupling, fingers crushed; his own carelessness.

June 5. H. McGowan, brakeman, Trowbridge, coupling, fingers crushed; his own carelessness.

July 4. Miss Maud Bly, Milletts, highway crossing, seriously injured; her own carelessness.

July 13. C. A. McCam, brakeman, Capac, coupling, thumb crushed; his own carelessness.

August 9. Geo. Weaver, trespasser, Marcellus, climbing through train; foot crushed.

August 29. Jno. Long, passenger, Emmet, getting on train in motion; foot crushed; intoxicated.

October 12. W. A. Mick's, yard brakeman, Nichols, coupling, fingers crushed; his own carelessness.

October 20. C. Wilson, brakeman, Durand, coupling, two fingers crushed; his own carelessness.

November 24. T. J. Weis, yard conductor, Nichols, coupling, injured internally; accidental.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accident.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions		1				
Coupling cars		1			7	
Derailments						
Falling from trains		3			1	
Frogs						
Getting on and off trains				1		
Highway crossings			2			1
Miscellaneous		2				
Overhead obstructions						
Trespassers on trains			1			
Trespassers on tracks			1			1
Total		7	4	1	8	2

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year,	-	-	-	-	11
Number of persons injured during the year,	-	-	-	-	11
Number of casualties purely accidental,	-	-	-	-	7
Number resulting from lack of caution, carelessness, or misconduct,	-	-	-	-	15
Persons killed or injured while intoxicated,	-	-	-	-	1
Trespassers and tramps killed or injured,	-	-	-	-	3
Suicides,	-	-	-	-	-

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employes.	Killed.	Injured.	Total.
Baggagemen			
Brakemen	6	7	13
Conductors		1	1
Engineers			
Firemen			
Laborers	1		1
Shopmen			
Yardmen			
Not classified above			
Total	7	8	15

STATE OF MICHIGAN, }
COUNTY OF WAYNE, } ss.

William J. Spicer, General Manager, and James H. Muir, treasurer, of the Chicago & Grand Trunk Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

W. J. SPICER,
JAS. H. MUIR.

Subscribed and sworn to before me this 28th day of March, A. D. 1888.

[L. S.]

JAS. McQUEEN, JR.,
Notary Public, Wayne Co., Mich.

ANNUAL REPORT
OF THE
MILWAUKEE, LAKE SHORE & WESTERN RAILWAY
COMPANY,

For the Year ending December 31, 1887.

[Filed March 31, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, F. W. RHINELANDER, New York.

Assistant to President, F. W. RHINELANDER, JR., Milwaukee, Wis.

Vice President, JOSEPH R. BUSK, New York.

Secretary and Gen'l Solicitor, ALFRED L. CARY, Milwaukee.

Auditor, W. R. HANCOCK, Milwaukee.

Treasurer, GORDON NORRIE, Milwaukee.

General Manager, H. F. WHITCOMB, Milwaukee.

Superintendent, J. DONOHUE, Milwaukee.

Division Superintendents:

W. H. VANDEGRIFT, Kaukanna, Wis.

J. S. JONES, Ashland.

Chief Engineer, E. H. RUMMELE, Milwaukee.

Superintendent of Telegraph, H. C. REED, Milwaukee.

Assistant Treasurer, A. D. ALLIBONE, Milwaukee.

General Passenger Agent, GEO. S. MARSH, Milwaukee.

General Freight Agent, C. L. WELLINGTON, Milwaukee.

General Land Agent, J. O. THAYER, Milwaukee.

Purchasing Agent, H. W. REIGHLEY, Milwaukee.

DIRECTORS.

F. W. RHINELANDER, New York city.

CHAS. G. RAMSAY, Norfolk, Va.

W. K. HINMAN, New York city.

D. PARRISH, Philadelphia.

Term expires June, 1888.

SAMUEL S. SANDS, New York city.

THEO. M. DAVIS, Newport, R. I.

CHARLES DANA, New York city.

JOSEPH VILAS, Manitowoc, Wis.

JAMES H. MEAD, Sheboygan, Wis.

Term expires June, 1889.

F. F. THOMPSON, New York city.

GORDON NORRIE, New York city.

JOSEPH R. BUSK, New York city.

CHAS. LULING, Manitowoc, Wis.

Term expires June, 1890.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed.*

Number of stockholders at date of last election,

Number of stockholders in Michigan at same date,

Amount of full paid stock held in Michigan at same date,

Date of annual meeting of stockholders,—Second Wednesday in June.

Fiscal year of Company ends December 31.

General offices of the Company are located at Milwaukee. Wis.

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None.

Nothing.

REMARKS.

* The articles of association of the Vieux Desert & Lake Superior Railroad Company were filed in the office of the Secretary of State of the State of Michigan, September 28th. 1881. This Company was afterwards consolidated with the Milwaukee, Lake Shore & Western Railway Company, a corporation of the State of Wisconsin, under articles filed in the office of said Secretary of State on the 4th day of May, 1883 ; the name of the consolidated Company being Milwaukee, Lake Shore & Western Railway Company.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income,		\$3,180,681 04
Total expenses, including taxes,	\$1,940,357 66	
Net income,		1,240,323 38
Interest on funded debt.	517,687 03	
Rentals of tracks, etc.,	31,307 49	

Bonds redeemed, - - - - -	\$155,000 00	
		\$703,994 52
Balance applicable to dividends, - - - - -		536,328 86
Dividends declared (7 per cent):		
Preferred, - - - - -	\$350,000 00	
Common, - - - - -	80,000 00	
		430,000 00
Balance for the year, - - - - -		\$106,328 86
Balance (profit and loss) last year,* - - - - -	\$316,751 54	
Items not included in above, as follows:		
Miscellaneous receipts, - - - - -		47,733 38
Balance forward to next year, - - - - -	154,062 24	
	\$154,062 24	\$154,062 24

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$10,000,000 00
Par value of shares, - - - - -	\$100 00
No. of shares issued, - - - - -	70,000
Amount paid in on common, - - - - -	\$2,000,000 00
Amount paid in on preferred, - - - - -	5,000,000 00
Total amount paid in, as per books of the Company, -	7,000,000 00
Paid in per mile of road owned by Company,	
—miles, 531.18, - - - - -	\$13,178 10

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
Consolidated first mortgage bonds, 1881....	6 per cent	1921.....	New York.....	\$4,350,000 00
Michigan Div. first mortgage bonds, 1884....	6 per cent	1924.....	New York.....	1,281,000 00
Ashland Div. first mortgage bonds, 1885....	6 per cent	1925.....	New York.....	1,000,000 00
Harley & Ontonagon branches first mortgage bonds.....	6 per cent	1896.....	New York.....	225,000 00
Equipment bonds of 1882, 1882.....	8 per cent	1892.....	New York.....	150,000 00
Equipment bonds of 1885, 1885.....	6 per cent	1895.....	New York.....	500,000 00
Income bonds, 1881.....	6 per cent	1911.....	New York.....	500,000 00
Funding notes, 1885.....	7 per cent	1888.....	New York.....	100,000 00
Convertible debentures of 1907, 1887.....	5 per cent	1907.....	New York.....	1,156,000 00
Total funded debt				\$9,262,000 00

* Surplus earnings of previous years expended for construction purposes, and not capitalized, transferred from income account to cost of road December 31, 1887, \$316,751.54.

UNFUNDED DEBT.

For What Incurred.	Is the Same to be Funded, or how Liquidated.	Amount.
For construction.....	Funded.....	\$350,000 00
For equipment.....		
For real estate		
For renewals		
For miscellaneous.....	To be paid in cash.....	256,055 86
For current balances.....		
Total unfunded debt.....		\$606,055 86

RECAPITULATION.

Total funded debt,	-	-	-	-	-	-	-	\$9,262,000 00
Total unfunded debt,	-	-	-	-	-	-	-	606,055 86
								<hr/>
Total debt liabilities,	-	-	-	-	-	-	-	\$9,868,055 86
Amount of debt liabilities per mile of road,—531.18 miles,	-							18,577 60
Total amount of stock and debt,	-	-	-	-	-	-	-	16,868,055 86
Stock and debt per mile of road,	-	-	-	-	-	-	-	31,755 81

GENERAL BALANCE SHEET,—DR.

Construction account,	-	-	-	-	-	-	}	\$16,962,828 75
Equipment account,	-	-	-	-	-	-		
Cash items :								
Cash,	-	-	-	-	-	\$331,027 33		
Due from agents,	-	-	-	-	-	160,132 24		
						<hr/>		491,159 57
Other assets :								
Materials and supplies,	-	-	-	-	-	\$194,981 09		
Debit balances from companies and individuals,	-	-	-	-	-	46,370 44		
Due from St. Paul, Eastern Grand Trunk R'y Co., for advances account of interest on bonds,	-	-	-	-	-	92,504 90		
						<hr/>		333,856 43
								<hr/>
Total,	-	-	-	-	-	-	-	\$17,787,844 75

GENERAL BALANCE SHEET,—CR.

Capital stock,	-	-	-	-	-	-	-	\$7,000,000 00
Funded debt,	-	-	-	-	-	-	-	9,262,000 00
Unfunded debt :								
Interest unpaid,—not yet due,	-	-	-	-	-	-	-	135,726 65
Dividends unpaid, due January 14, 1888,	-	-	-	-	-	-	-	255,000 00
Vouchers and accounts,	-	-	-	-	-	\$145,132 53		

Other liabilities (list as follows):

Loans on account construction and equipment, \$350,000	00	
December pay roll, - - - - -	96,278	84
Unpaid labor—uncalled for, - - - - -	14,644	49
		<hr/>
		\$606,055 86
Redeemed bonds account, - - - - -	375,000	00
Profit and loss or income accounts, - - - - -	154,062	24
		<hr/>
Total, - - - - -		\$17,787,844 75

COST OF ROAD AND EQUIPMENT.

Purchased by Present Company.

When purchased,—December 11th, 1875.

Original cost to present Company, of road and equipment, -	\$6,361,224	97
Amount expended since purchase, account of construction, -	8,406,888	52
Amount expended since purchase, account of equipment, -	2,194,715	26
Total cost to date of report, - - - - -	16,962,828	75
Proportion of cost for Michigan, - - - - -	3,172,048	97

Expenditure for Construction, Equipment and Betterments, 1887.

New buildings, - - - - -	\$139,179	98
New bridges, - - - - -	37,388	65
Commercial Dock, Manitowoc, - - - - -	7,538	59
Commercial Dock, Ashland, - - - - -	24,938	23
Ore Dock No. 2, Ashland, - - - - -	204,846	19
Machinery and tools for shops at Kaukauna, Antigo, and Ashland, - - - - -	30,114	60
Telegraph Line, additional wire between Milwaukee and Ashland, - - - - -	14,937	70
Right of way and station grounds, - - - - -	12,893	74
Fences, crossings and signs, - - - - -	22,317	02
Improvements on main track and yards, - - - - -	95,489	87
Spurs to mills, Southern Division, - - - - -	31,069	07
Side tracks, Southern Division, - - - - -	70,036	56
Side tracks, Michigan Division, - - - - -	8,423	13
Side tracks, Ashland Division, - - - - -	4,425	39
Spurs and side tracks, Hurley Branch, - - - - -	38,453	22
Hurley Branch, Logging Road, - - - - -	47,202	66
Double Track between Hurley and Ironwood, - - - - -	20,630	90
Mining Tracks in Michigan, - - - - -	142,416	75
Ontonagon River Branch Extension, - - - - -	1,304	56
Rhineland Branch Extension, - - - - -	58,340	50
Stone ballast, ditching, and other extraordinary expenditures on Ashland and Michigan Divisions, - - - - -	17,738	94
Surveys, - - - - -	5,121	53
Equipment, - - - - -	515,989	69
		<hr/>
Total, - - - - -	\$1,550,797	47

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Roads.	Local Fares.	Through Fares.	Total Passenger Fares.	Express and Baggage.	Mails.	Total.	Proportion for Michigan.	Per Train Mile.	Per Mile of Road.
Main line and branches.....	\$556,100 56	\$104,889 11	\$660,989 67	\$37,848 33	\$38,609 57	\$736,947 57	\$100,969 88	\$0 95.8	\$1,874 18
<i>Leased or Proprietary Roads.</i>									
St. Paul, Eastern Grand Trunk Railway....	17,338 49	1,494 02	18,832 51	1,837 55	2,732 90	23,402 96	.....	65.8	417 91
Total passenger earnings.....	\$573,439 05	\$105,883 13	\$679,322 18	\$39,685 88	\$41,342 47	\$760,350 53	\$100,969 88	\$0 94.3	\$1,283 77

FREIGHT EARNINGS.

Roads.	Local Traffic.	Through Traffic.	Total Traffic.	Total.	Proportion for Michigan.	Per Train Mile.	Per Mile of Road.
Main line and branches	\$1,749,547 61	\$638,889 75	\$2,388,437 36	\$2,388,437 36	\$274,996 93	\$2 06	\$4,453 21
<i>Leased or Proprietary Roads.</i>							
St. Paul, Eastern Grand Trunk Railway.....	18,650 76	13,242 39	31,893 15	31,893 15	.....	89	569 52
Total freight earnings.....	\$1,768,198 37	\$652,132 14	\$2,420,330 51	\$2,420,330 51	\$274,996 93	\$2 02	\$4,086 46

Total transportation earnings,	-	-	-	-	\$3,180,681 04
Transportation earnings per mile of road,	-	-	-	\$5,370 23	
Transportation earnings per train mile,	-	-	-	1 59	
Total earnings from operation of road,					\$3,180,681 04
Total earnings per mile of road,					\$5,370 23
Total earnings per train mile,					1 59
Proportion of taxable earnings for Michigan,	-	-	-	-	534,230 48
(99.48),	-	-	-	-	
Total taxable earnings per mile of road in	-	-	-	-	3,779 40
Michigan,	-	-	-	-	
Income other than from earnings:					
Receipts from Land Sales,	-	-	-	47,733 38	
Total income from all sources,					\$3,328,414 42
Proportion of income for Michigan:					
Earnings,	-	-	-	-	\$375,966 81
Land sales,	-	-	-	-	21,301 07
					397,267 88

ANALYSIS OF EXPENSES.

CLASS 1.—Maintenance of Way and Buildings.

Repairs of roadway and track,	-	-	-	-	\$331,794 19
Renewals of rails,	-	-	-	-	75,583 80
Renewals of ties,	-	-	-	-	52,199 11
Repairs of bridges, including culverts and cattle guards,	-	-	-	-	32,008 49
Repairs of fences, road crossings, and signs,	-	-	-	-	4,382 25
Repairs of buildings,	-	-	-	-	41,240 16
Total,					\$537,208 00

CLASS 2.—Maintenance of Motive Power and Cars.

Repairs of locomotives,	-	-	-	-	\$69,324 84
Repairs of passenger cars,	-	-	-	-	31,888 45
Repairs of freight cars,	-	-	-	-	108,584 64
Total,					\$209,697 93

CLASS 3.—Conducting Transportation.

Fuel for locomotives,	-	-	-	-	\$282,290 10
Water supply,	-	-	-	-	18,934 29
Oil and waste,	-	-	-	-	17,898 65
Locomotive service,	-	-	-	-	209,706 85
Passenger train service,	-	-	-	-	50,545 79
Passenger train supplies,	-	-	-	-	5,668 60
Mileage of cars,	-	-	-	-	11 514 79

Freight train service,	-	-	-	-	-	-	\$139,297 41
Freight train supplies,	-	-	-	-	-	-	5,800 97
Telegraph expenses (maintenance and operating),	-	-	-	-	-	-	40,394 92
Damage and loss of freight and baggage,	-	-	-	-	-	-	3,591 18
Damages to property and cattle,	-	-	-	-	-	-	10,367 28
Personal injuries,	-	-	-	-	-	-	8,573 01
Agents and station service,	-	-	-	-	-	-	126,284 95
Station supplies,	-	-	-	-	-	-	17,393 71
Total,	-	-	-	-	-	-	\$948,262 50

CLASS 4.—General Expenses.

Salaries of the general officers of the Company,	-	-	-	-	-	\$39,469 33
Salaries of clerks in general offices,	-	-	-	-	-	28,698 98
Law expenses,	-	-	-	-	-	9,398 31
Insurance,	-	-	-	-	-	10,403 43
Stationery and printing,	-	-	-	-	-	18,752 64
Outside agencies and advertising,	-	-	-	-	-	16,834 46
Contingencies,	-	-	-	-	-	31,147 42
Taxes,	-	-	-	-	-	90,484 63
Total,	-	-	-	-	-	\$245,189 23

RECAPITULATION OF EXPENSES.

	Per Cent of Expenses.	
Maintenance of way and buildings,	27.7	\$537,208 00
Maintenance of motive power and cars,	10.8	209,697 93
Conducting transportation,	48.8	948,262 50
General expenses, including taxes,	12.7	245,189 23
Total operating expenses and taxes,	100.00	\$1,940,357 66

Operating expenses and taxes per mile of road,	\$3,275 97
Operating expenses and taxes per train mile run, for trains earning revenue,—2,001,550 miles,	0 96.9
Proportion of operating expenses and taxes for Michigan:	
Main line,	264,745 66

Total proportion of expenses for Michigan, - - - \$264,745 66

Percentage of expenses to earnings,	61.1
Net earnings per mile of road,	\$2,094 15
Net earnings per train mile,	0 62

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
From Lake Shore Junction to Ashland, July 1, 1885.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan:		
From State Line to Montreal River, - - -	66	89
Wisconsin:		
From Lake Shore Junction to State Line, - - -	280	70
From Montreal River to Ashland, - - -	39	79
Total length completed, - - -		387 38

BRANCHES.

Wisconsin:		
From Two Rivers Junction to Two Rivers, - - -	6	20
From Hortonville to Oshkosh, - - -	23	10
From Eland Junction to Wausau, - - -	23	20
From Antigo Junction to End Wolf River Branch, - - -	10	73
From Monico to Rhinelander, - - -	15	70
From Hurley to mines, etc., - - -	13	31
Michigan:		
From Watersmeet Branch, - - -	4	43
From Ontonagon River Branch, - - -	5	93
Branches to mines and mills in Michigan, - - -	22	23
Branches to mines and mills in Wisconsin, - - -	18	97
Total length of branches owned by Company, - - -		143 80
Total length of branches owned by Company in Michigan, - - -	32	59
Total length of road belonging to this Company, - - -		531 18
Total length of road belonging to this Company in Michigan, - - -	99	48
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated, - - -		5 57
Aggregate length of tracks in Michigan belonging to this Company, computed as single track, - - -		105 05
Gauge of track 4 feet 8½ inches.		

Proprietary or Leased Roads Operated by this Company.

Name, description, and length of each:	Total Miles. In Michigan.
From Milwaukee to Lake Shore Junction we use the track of C. & N. W. R'y Co., jointly with that Company, - - -	3 60
St. Paul Eastern Grand Trunk Railway:	
From Clintonville to Oconto, - - -	56 00
St. P. & G. T. spurs to mills, - - -	1 50
Total, - - -	61 10
Total miles operated by the Company, - - -	592 28 99 48

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of,	- 28; aggregate length, feet,	2,550
Wooden trestles, number of,	- 7; aggregate length, feet,	1,128
Total,	- 35;	3,678

Draw Bridges in Michigan.

How many on your line?
None in Michigan.

Crossings—Railroad and Highway.

What railroads cross your road either over or under your grade in this State, and where?	
Wisconsin Central R. R., at Seimens.	
Number of crossings of highways at grade in this State,	17
Number of crossings of highways at grade in this State, at which there are gates or flagmen,	1
Number of crossings at which there are electric or automatic signals,	—
What pattern or patterns in use?	—
Number of crossings of highways over or under railroad (over, —; under, —),	None.
Number of highway bridges, 18 feet above track,	None.
Number of highway bridges less than 18 feet above track,	None.
Have safety guards been erected at overhead obstructions?	
Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883?	Yes.
How are they treated?	
Filled with wood, full length.	

Stations.

Number of stations on whole line.	103
Same in Michigan,	8

Employés.

Number of persons regularly employed on all roads operated by Company, including officials,	2,036
Same in Michigan,	235

Classify your employés as per following list:

	Number.
Baggagemen,	16
Brakemen,	173
Conductors,	66
Engineers,	93
Firemen,	93
Laborers,	690
Shopmen,	259
Yardmen,	84
Others,	562

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you? - - - - - 21.65
Give the number of miles required to complete fence both sides
of your track, in Michigan, and the counties in which
needed :
154 miles in Michigan in Gogebic county, or 77 miles of railroad.

Road Bed and Track.

Number of track sections in Michigan, - - - - - 14
Average length of sections,—miles, - - - - - 6
Average number of men in each section gang, - - - - - 8
Number of new ties put in whole line during the year, - 171,651
Number of new ties put in track in Michigan:
No record, track in Michigan did not need many renewals :
Average number of new ties per mile of road,—545 miles, - 315
New rails put in track:
Steel [tons, 3,281], miles—renewals, - - - - - 34
Total miles of track laid with steel rails, - - - - - —

Bridges and Culverts.

Amount of trestle work replaced with earth during the year }
(linear feet), - - - - - }
Timber culverts replaced during the year: } None in Mich-
With iron pipe—number, - - - - - } gan.
With sewer pipe,—number, - - - - - }
With timber,—number, - - - - - }
New bridges built during the year,—number, - - - - - None.

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of more than 30 tons weight, exclusive of tender, - - - - -	81	\$589,000 00
Number of locomotives of 20 to 30 tons weight, exclusive of tender, - - - - -	11	60,000 00
Total, - - - - -	92	\$649,000 00
Number of passenger cars—12-wheel, including official cars, - - - - -	1	11,000 00
Number of passenger cars—8-wheel, including official cars, - - - - -	42	161,000 00
Number of express and baggage cars, - - - - -	15	38,000 00
Number of box freight cars, - - - - -	1,300	598 000 00
Number of stock cars, - - - - -	55	23,000 00
Number of platform cars, - - - - -	680	224,000 00
Number of ore cars, - - - - -	850	318,000 00

	Number.	Present Estimated Value.
Number of conductors' way cars, - - -	43	\$31,000 00
Other cars as follows:		
Coal cars, - - - - -	100	49,000 00
Steam excavators, - - - - -	5	33,000 00
Refrigerator cars, 11, \$6,600; charcoal cars, 10, \$4,000, - - - - -	21	10,600 00
Tool cars, 2, \$1,000; wrecking cars, 2, \$3,800; pile drivers with cars, \$5,000, - - - - -	6	9,800 00
Total, - - - - -	3,118	\$1,506,200 00
Number of locomotives equipped with power brakes,	66	
Number of passenger-train cars equipped with power brakes, - - - - -	54	
Number of freight cars equipped with power brakes, - - - - -	51	
What patterns of power brakes have you in use, and number of locomotives and cars with each?		
All Westinghouse air brake.		
Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885?		
Yes.		
What pattern or patterns have you adopted for use?		
Blocker coupler.		

MILEAGE, TRAFFIC, ETC.

Train Mileage.

Miles run by passenger trains during the year,	-	-	-	805,967
Miles run by freight trains during the year,	-	-	-	}
Miles run by mixed trains, - - - - -	-	-	-	
				<u>1,195,583</u>
Total mileage of trains earning revenue,	-	-	-	2,001,550

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of through passengers carried, -	27,001		
Number of local passengers carried, -	531,829		
Total number of passengers carried, -	558,830		
Total passenger mileage, or passengers carried one mile,	20,571,085		
Average distance traveled by each passenger, -	44		
Average amount received from each passenger, -			\$1 23
Average rate of fare per mile for through passengers, -			2.624
Average rate of fare per mile for local passengers, -			2.819
Average rate of fare per mile for all passengers, -			2.788

Freight Traffic.

Number of tons of through freight carried, - - - - -	441,044
Number of tons of local freight carried, - - - - -	1,582,753
Total tons of freight carried, - - - - -	2,023,797
Total mileage of through freight, - - - - -	66,692,025
Total mileage of local freight, - - - - -	110,307,949
Total freight mileage, or tons carried one mile, - - - - -	176,999,974
Average ton haul for through freight, - - - - -	151
Average ton haul for local freight, - - - - -	112
Average ton haul for all freight, - - - - -	87.5
Average amount received for each ton haul, - - - - -	\$1 20
Average rate per ton per mile, received for through freight, - - - - -	.978
Average rate per ton per mile, received for local freight, - - - - -	1.603
Average rate per ton per mile, received for all freight, - - - - -	1.367

Freight forwarded at Michigan Stations.

	Forwarded, Tons.
Grain, - - - - -	73
Flour, - - - - -	54
Provisions (beef, pork, lard, etc.), - - - - -	112
Animals, - - - - -	446
Other agricultural products, - - - - -	72
Lumber and forest products, - - - - -	28,602
Coal, - - - - -	29
Plaster, lime and cement, - - - - -	15
Salt, - - - - -	3
Petroleum, - - - - -	4
Railroad iron, iron and steel rails, - - - - -	119
Pig and bloom iron, - - - - -	1
Other iron and castings, - - - - -	418
Ores (net tons), - - - - -	933,461
Stone, brick and sand, - - - - -	1,535
Manufactures,—articles shipped from point of production, - - - - -	1,077
Merchandise and other articles not enumerated above, - - - - -	1,993
Total forwarded, - - - - -	968,014

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain, - - - - -	20,550	1.02
Flour, - - - - -	11,347	.56
Provisions (beef, pork, lard, etc.), - - - - -	13,334	.66
Animals, - - - - -	5,963	.30
Other agricultural products, - - - - -	7,293	.36

	Tons.	Per Cent.
Lumber and forest products, - - - - -	452,598	22.36
Coal, - - - - -	32,207	1.59
Plaster, lime and cement, - - - - -	2,556	.13
Salt, - - - - -	1,559	.08
Petroleum, - - - - -	2,946	.14
Railroad iron, iron and steel rails, - - - - -	17,072	.84
Pig and bloom iron, - - - - -	11,576	.58
Other iron and castings, - - - - -	12,700	.62
Ores (net), - - - - -	1,195,171	59.07
Stone, brick and sand, - - - - -	56,743	2.80
Manufactures,—articles shipped from point of production, - - - - -	67,069	3.31
Merchandise and other articles not enumerated above, - - - - -	113,113	5.58
Total tons carried, - - - - -	2,023,797	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

United States Express Company.

They make their own rates.

A general express business.

Freight is delivered at the Company's depots.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?

In Michigan:

72.5 miles owned by M. L. S. & W. R'y Co.

132.6 miles owned by Western Union Telegraph Company.

TRANSPORTATION COMPANIES.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other than the exclusive property of your own or some other railroad company have been in use on your road, in the State of Michigan, during the year, on what terms respectively, and if rented by you or allowed mileage between local points in this State, the amount paid for the use of such cars during the period under report?

Sleepers of Wagner Palace Car Company, New York, \$16,967.04.

Fast Freight Lines.

To what fast freight lines or other transportation companies, running cars upon your road, not the exclusive property of any railroad company paying taxes in this State upon its gross receipts, have you paid car mileage or car rentals for the use of such cars, while in use for traffic between local points in this State, and what was the amount of such car rental or mileage paid?

None.

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

May 24. Jas. Meagher, conductor, Ironwood, crushed while coupling cars.

June 3. Thos. Donohue, miner, near Ironwood, intoxicated, walking on track, run over by cars.

July 25. Jas. Cavanaugh, trespasser, near Wakefield, asleep on track, run over by cars.

August 27. Patrick Webb, brakeman, Marenisco, fell between cars.

September 9. J. Kelly, trespasser, near Ironwood, intoxicated, lying on track, run over by cars.

September 14. Geo. Robinson, brakeman, Marenisco, coupling cars.

November 1. Patrick Fletcher, tankman, Marenisco, on track intoxicated, struck by engine.

INJURED.

January 16. Dennis Corbett, brakeman, Bessemer, hand caught in caboose door, finger hurt.

January 26. Jacob Verthage, brakeman, Watersmeet, attempted to get on cars in motion, fell, injured foot and head.

January 29. Arthur Shingle, boy 6 years of age, Wakefield, in sleigh that attempted to cross track when train was within 20 feet of crossing, foot crushed, afterwards amputated.

February 9. O. Whitbeck, brakeman, Ironwood, coupling cars, finger crushed.

March 1. T. Brenke, fireman, Gogebic, oiling valve, wrist burned.

March 3. Alex. Hankel, brakeman, Ironwood, coupling cars, lost end of thumb.

March 30. T. Bemsau, brakeman, Watersmeet, coupling cars, foot bruised.

March 31. John Spry, trespasser, State Line, stealing ride in coal car, arm broken.

April 30. Geo. W. Torson, wiper, Ironwood, building fire in engine, hand burned.

April 30. Edward O'Neil, section laborer, Marenisco, nose bruised by lever of hand car.

May 26. John McGrau, trespasser, Ironwood, struck by engine, back injured.

June 1. C. J. Towesley, brakeman, Wakefield, coupling cars, lost finger.

July 4. Cyrus Deekes, brakeman, near Ironwood, wreck, back injured.

July 4. Lewis Curtis, passenger, near Ironwood, wreck, thigh fractured.

July 4. John Nath, wiper, wreck, thigh bruised and hip fractured.
July 4. Owen Welch, line repairer, near Bessemer, wreck, ankle sprained.
July 4. Thos. Feeney, fireman, near Bessemer, wreck, legs bruised.
July 4. David Gagney, passenger, near Bessemer, wreck, hip and ribs injured.
July 4. Patrick O'Brien, car repairer, near Bessemer, wreck, scalp wound, and knee injured.
July 4. Moses Jones, baggageman, near Bessemer, wreck, leg bruised.
July 20. Edward J. Kellogg, brakeman, Seimens, fell from train, two fingers crushed.
July 24. Timothy Jackman, brakeman, Wakefield, coupling cars, hand cut.
August 13. Wm. Knight, brakeman, Seimens, coupling cars, two fingers crushed.
September 6. O. Harman, switchman, Ironwood, coupling cars, thumb and finger bruised.
October 23. W. M. Hamilton, switchman, Wakefield, coupling cars, thumb and finger injured.
November 19. C. O. Mordt, carpenter, Bessemer, staying gave way, wrist and ankle sprained.
December 16. Henry Bates, switchman, Ironwood, side injured.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accidents.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions.....				2	6	
Coupling cars.....		2			8	
Derailments.....						
Falling from trains		1			1	
Frogs.....						
Getting on and off trains.....					1	
Highway crossings.....						1
Miscellaneous.....		1			6	1
Overhead obstructions.....						
Trespassers on trains.....						
Trespassers on tracks.....			8			1
Total.....		4	8	2	22	8

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year,	-	-	-	-	7
Number of persons injured during the year,	.	-	-	-	27
Number of casualties purely accidental,	-	-	-	-	10

Number resulting from lack of caution, carelessness, or misconduct,	18
Persons killed or injured while intoxicated,	2
Trespassers and tramps killed or injured,	4
Suicides,	—

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employés.	Killed.	Injured.	Total.
Baggagemen.....		1	1
Brakemen.....	2	10	12
Conductors.....	1		1
Engineers.....			
Firemen.....		1	1
Laborers.....		3	3
Shopmen.....		3	3
Yardmen.....		3	3
Not classified above.....	4	6	10
Total.....	7	27	34

STATE OF WISCONSIN, }
COUNTY OF MILWAUKEE, } ss.

H. F. Whitcomb, General Manager, and W. R. Hancock, Auditor, of the Milwaukee, Lake Shore & Western Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

**H. F. WHITCOMB,
W. R. HANCOCK.**

Subscribed and sworn to before me this 26th day of March, A. D. 1888.

[L. S.]

JOHN O. THAYER,
Commissioner in Wis. for State of Mich.

ANNUAL REPORT
OF THE
WABASH WESTERN RAILWAY COMPANY,

OPERATING THE DETROIT, BUTLER & ST. LOUIS R. R. AND THE BEL RIVER
R. R. FOR ACCOUNT OF THE PURCHASING COMMITTEE, CONTROLLING
THE OPERATION OF SAID DETROIT, BUTLER & ST. LOUIS R. R.,

For the Year ending December 31, 1887.

[Filed April 2, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, O. D. ASHLEY, New York.

Vice Presidents :

EDGAR T. WELLES, New York.

JAMES F. HOW, St. Louis, Mo.

Secretary, W. M. BEACH, New York.

Auditor, D. B. HOWARD, St. Louis, Mo.

Treasurer, JAMES F. HOW, St. Louis, Mo.

General Manager, CHAS. M. HAYS, St. Louis, Mo.

General Superintendent, J. S. GOODRICH, Chicago, Ill.

Chief Engineer, W. S. LINCOLN, St. Louis, Mo.

Superintendent of Telegraph, G. C. KINSMAN, Decatur, Ill.

General Passenger Agent, F. CHANDLER, St. Louis, Mo.

General Freight Agent, M. KNIGHT, St. Louis, Mo.

Attorney, W. H. BLODGETT, St. Louis, Mo.

DIRECTORS.

O. D. ASHLEY, New York.

EDGAR T. WELLES, Hartford, Conn.

THOS. H. HUBBARD, New York.

EFFINGHAM H. NICHOLS, New York.
C. J. LAWRENCE, New York.
JAS. F. HOW, St. Louis, Mo.
P. B. WYKOFF, New York.
RICHARD A. ELMER, New York.
CHAS. M. HAYS, St. Louis, Mo.

Term expires March 13, 1888.
Elected March 13, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—March 7, 1887.
Date of annual meeting of stockholders,—Second Tuesday in March.
Fiscal year of Company ends December 31.
General offices of the Company are located at St. Louis, Mo.

REMARKS.

This property was formerly a portion of the Wabash, St. Louis & Pacific Railway system, and known as the Detroit, Butler & St. Louis Railroad. For some years the affairs of the corporation have been in the hands of Receivers, and during the past year has been in part sold and the Michigan Division turned over [to a purchasing committee, for whom, at the date of this report, it was operated by the Wabash Western Railway Company, by which corporation this report is made. It is incomplete in some matters, but until the status of the property is upon a permanent basis it is imprac cable to secure full details of report as contemplated by law.—COM. RAILWAYS.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$1,260,929 04
Total expenses, including taxes, - - - - -	\$1,038,202 33	
Net income, - - - - -	- - - - -	222,726 71
Interest on funded debt, and Eel River rental, - - - - -	\$153,150 00	
Rentals of buildings, tracks, etc., - - - - -	118,857 99	
Balance,—deficit, - - - - -	\$49,281 28	
Balance for the year, - - - - -	\$49,281 28	
Balance forward to next year, - - - - -	- - - - -	49,281 28
	\$49,281 28	\$49,281 28

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Roads.	Total Passenger Fares.	Express and Baggage.	Mails.	Other Sources.	Total.	Proportion for Michigan.	Per Mile of Road.
Comprising Detroit Division :							
Detroit, Butler & St. Louis Railroad.....	\$189,077 84	\$5,400 00	\$7,313 28	\$1,654 09	\$203,444 71		
Eel River Railroad	106,406 24	3,600 00	5,984 04	1,249 94	116,220 22		
Chicago & Atlantic track	58,317 75				58,317 75	\$107,162 83	
Total passenger earnings.....	\$352,801 83	\$9,000 00	\$13,277 82	\$2,904 03	\$377,982 68	\$107,162 83	\$1,854 77

FREIGHT EARNINGS.

Roads.	Total Traffic.	Other Sources. Freight Department.	Total.	Proportion for Michigan.	Per Mile of Road.
Comprising Detroit Division :					
Detroit, Butler & St. Louis Railroad.....	\$492,678 70	\$18,538 15	\$506,211 85		
Eel River Railroad.....	303,050 92	3,754 99	306,805 91		
Chicago & Atlantic track	59,385 31	462 92	59,848 23	\$247,472 26	
Total freight earnings	\$855,114 93	\$17,751 06	\$872,865 99	\$247,472 26	\$3,128 55

Total transportation earnings, - - - - -	\$1,250,848 67
Transportation earnings per mile of road, -	\$4,483 33
Total earnings from operation of road, - - -	\$1,250,848 67
Total earnings per mile of road, - - -	4,483 33
Proportion of taxable earnings for Michigan, -	354,631 28
Total taxable earnings per mile of road in Michigan, - - -	4,483 33
Income other than from earnings, - - -	10,080 37
Total income from all sources, - - - - -	\$1,260,929 04
Proportion of income for Michigan, - - -	354,631 28

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track, - - - - -	\$118,892 33
Renewals of rails, - - - - -	31,014 23
Renewals of ties, - - - - -	31,111 82
Repairs of bridges, including culverts and cattle guards, -	12,620 21
Repairs of fences, road crossings, and signs, - - -	11,712 56
Repairs of buildings, - - - - -	210 05
Total, - - - - -	\$205,561 20

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -	\$59,350 52
Repairs of passenger cars, - - - - -	34,596 09
Repairs of freight cars, - - - - -	52,760 97
Total, - - - - -	\$146,707 58

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$105,985 71
Water supply, - - - - -	10,826 62
Oil and waste, - - - - -	5,112 68
Locomotive service, - - - - -	121,656 32
Passenger train service, - - - - -	22,421 98
Passenger train supplies, - - - - -	1,727 00
Mileage of passenger cars, - - - - -	12,996 01
Freight train service, - - - - -	67,265 94
Freight train supplies, - - - - -	5,181 00
Mileage of freight cars, - - - - -	4,331 00
Telegraph expenses (maintenance and operating), - -	21,543 58

Damage and loss of freight and baggage, - - - -	\$2,643 91
Damages to property and cattle, - - - -	3,453 50
Personal injuries, - - - -	1,453 49
Agents and station service, - - - -	131,574 78
Station supplies, - - - -	18,908 78
Total, - - - -	\$537,082 30

CLASS 4.—General Expenses.

Salaries of the general officers of the Company, - -	\$26,125 53
Salaries of clerks in general offices, - - - -	8,509 14
Law expenses, - - - -	10,050 50
Insurance, - - - -	3,476 78
Stationery and printing, - - - -	2,124 96
Outside agencies and advertising, - - - -	46,390 35
Contingencies, - - - -	26,411 91
Taxes, - - - -	25,762 08
Total, - - - -	\$148,851 25

RECAPITULATION OF EXPENSES.

	Per Cent Of Expenses.	
Maintenance of way and buildings, - - -	19.79	\$205,561 20
Maintenance of motive power and cars, - - -	14.14	146,707 58
Conducting transportation, - - -	51.73	537,082 30
General expenses, including taxes, - - -	14.34	148,851 25
Total operating expenses and taxes, - - -	100.00	\$1,038,202 33

Operating expenses and taxes per mile of road, . \$3,721 16

Proportion of operating expenses and taxes for

Michigan:

Comprising Detroit Division:

Detroit, Butler & St. Louis R. R., - -	\$544,113 79
Eel River R. R., - - -	403,899 78
Chicago & Atlantic Track, - - -	90,188 76

Total, - - - - **\$1,038,202 33**

Total proportion of expenses for Michigan, \$294,343 38

Percentage of expenses to earnings, - 82

Net earnings per mile of road, - - - \$762 17

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:

From Detroit, Mich., to Butler, Ind., August 15, 1881.

MAIN LINE.

Known as Detroit Division.

	Miles. 100ths.	Miles. 100ths.
In Michigan:		
From Delray to State Line, - - - -	75 20	
In Ohio:		
From State Line to State Line, - - - -	28 95	
In Indiana:		
From State Line to Logansport, - - - -	102 35	
From Laketon Junction to Chicago, - - - -	122 80	
Logansport to Clymers, - - - -	6 00	
	<hr/>	
Total length completed, - - - -	- -	335 30
Total length of road belonging to this Company in Michigan, - - - -	75 20	
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated, - - - -	26 00	
Aggregate length of tracks in Michigan belonging to this Company, computed as single track, - - - -	101 20	
Gauge of track 4 feet 8½ inches.		

Proprietary or Leased Roads Operated by this Company.

Name, description, and length of each:

	Total Miles.	In Michigan.
Detroit Union Depot track, - - - -	3 90	3 90
Total miles operated by the Detroit Division, -	279 00	79 10

Number of Bridges and Trestles in Michigan.

Combination bridges, number of, 3; aggregate length, feet,	480
Wooden trestles, number of, - 42; aggregate length, feet,	5,109
Total, - - - - 45; - - - -	<hr/> 5,589

Swing Bridges in Michigan.

How many on your line? - - - - None.

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?

Michigan Central R. R., at West Detroit and Delray.

Lake Shore & Michigan Southern R. R., at Delray, Raisin Center and Adrian.

Flint & Pere Marquette R. R., at Romulus.

Toledo, Ann Arbor & North Michigan, at Milan.

Cincinnati, Jackson & Mackinaw R. R., at Britton.

What railroads cross your road either over or under your grade in this State, and where?

None.

At what crossings are interlocking and derailing switches in operation?

None.

Number of crossings of highways at grade in this State, - 146

Number of crossings of highways at grade in this State, at which there are gates or flagmen, - 9

Number of crossings at which there are electric or automatic signals, - None.

What pattern or patterns in use? - None.

Number of crossings of highways over or under railroad (over, none; under, 1), - 1

Number of highway bridges, 18 feet above track, - None.

Number of highway bridges, less than 18 feet above track, - None.

Have safety-guards been erected at over-head obstructions? - None.

Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883? - Yes.

How are they treated?

Wooden blocks spiked in openings.

Stations.

Number of stations on whole line, - 49

Same in Michigan, - 17

Employés.

Number of persons regularly employed on all roads operated by Company, including officials, - 392

Same in Michigan, - 392

Classify your employés as per following list:

	Number.
Baggagemen, - - - - -	10
Brakemen, - - - - -	62
Conductors, - - - - -	40
Engineers, - - - - -	55
Firemen, - - - - -	55
Laborers, - - - - -	250
Shopmen, - - - - -	135
Yardmen, - - - - -	39
Others, - - - - -	187

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you? - 150.40

Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed:

Road all fenced.

Road Bed and Track.

Number of track sections in Michigan,	-	-	-	-	12
Average length of sections (miles)	-	-	-	-	6.8
Average number of men in each section gang,	-	-	-	-	6.14
Number of new ties put in whole line during the year,	-	-	-	-	60,639
Number of new ties put in track in Michigan,	-	-	-	-	19,805
Average number of new ties per mile of road,	-	-	-	-	290
Total miles of track laid with new rails,	-	-	-	-	0.10

Bridges and Culverts.

Amount of trestle work replaced with earth during the year (linear feet),	-	-	-	-	None.
Timber culverts replaced during the year,	-	-	-	-	5
With timber,—number,	-	-	-	-	5
New bridges built during the year,—number,	-	-	-	-	1

Location.	Kind.	Material.	Month built.	Feet in length.
Two miles west of Delray	Pile		February ..	63
Total				63

ROLLING STOCK.

The rolling stock of the Wabash Western Railway Company is used on the Detroit Division.

MILEAGE, TRAFFIC, ETC.

Not kept separate for the Detroit Division.

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
Pacific Express Company.
General express business.
Railway Company receives a proportion of earnings.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?
206.5 miles on Detroit Division Western Union Telegraph Co.

TRANSPORTATION COMPANIES.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other than the exclusive property of your own or some other railroad company have been in use on your road, in the State of Michigan, during the year, on what terms respectively, and if rented by you or allowed mileage between local points in this State, the amount paid for the use of such cars during the period under report?

Wagner Palace Car Co., New York city, - - - - -	\$17,275 89
Woodruff Sleeping & Parlor Coach Co., Philadelphia, Pa., - - - - -	6,502 56

R. R. Co. pays Wagner Palace Car Co. 3 cents per mile run, and Woodruff Sleeping & Parlor Coach Co. 2 cents per mile run, and collects all railroad fares. The Sleeping Car Company collects all sleeping car fares.

Fast Freight Lines.

To what fast freight lines or other transportation companies, running cars upon your road, not the exclusive property of any railroad company paying taxes in this State upon its gross receipts, have you paid car mileage or car rentals, for the use of such cars, while in use for traffic between local points in this State, and what was the amount of such car rental or mileage paid?

Blue Line, - - - - -	\$1,178 31
Canada Southern Line, - - - - -	710 24
Commercial Express Line, - - - - -	146 24
Empire Line, - - - - -	64 99
Erie Dispatch, - - - - -	271 19
Great Eastern Line, - - - - -	4,224 95
Lackawanna Line, - - - - -	525 93
Midland Line, - - - - -	303 51
Merchants Despatch Transportation Co., - - - - -	1,570 34
National Despatch Line, - - - - -	5,341 36
Nickel Plate Line, - - - - -	137 05
Red Line Transit Company, - - - - -	1,089 57
Union Line, - - - - -	791 84
White Line, - - - - -	374 79
Total, - - - - -	<hr/> \$16,730 31

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

October 12. F. M. Fenton, engineer, Detroit, Mich., while alighting from passenger coach slipped and fell under train. Lack of care.

November, 1. Henry George, citizen, Hand, Mich., struck by train while walking on track; gross carelessness.

INJURED.

March 29. R. W. McGillicuddy, Eng. foreman, Detroit, Mich., right ankle broken, jumped from train, train broke in two, purely accidental.

March 24. Joseph Rice, trespasser, Adrian, Mich., playing around cars, fell under coal car, left arm crushed ; carelessness.

April 6. James W. Wilson, car inspector, Delray, Mich., arm resting carelessly on drawheads, while engine was moving cars ; lack of caution.

April 2. Allison J. Gunn, Detroit, Mich., collided while in a child's wagon with a hand car, left leg bruised ; carelessness.

April 27. H. E. Burnham, passenger, Milan, Mich., while walking under coal chute after leaving train, fell and hurt his knee ; lack of proper caution.

August 12. Henry Cook, warehouseman, Detroit, Mich., while handling a box of tin, box fell on his foot and bruised it ; purely accidental.

August 10. A. D. Laden, Detroit, Mich., horse backed against engine, buggy was broken and Laden slightly bruised ; mismanagement.

November 23. Chas. Pollek, section laborer, Delray, Mich., fell from hand car that had been fastened to a train by gang ; carelessness.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accident.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions						2
Coupling cars						
Derailments.....						
Falling from trains.....						
Frogs						
Getting on and off trains.....		1			1	
Highway crossings.....						
Miscellaneous					3	
Overhead obstructions.....						
Trespassers on trains.....						1
Trespassers on tracks.....			1		1	
Total		1	1		5	3

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year, -	-	-	-	2
Number of persons injured during the year, -	-	-	-	8
Number of casualties purely accidental, -	-	-	-	—
Number resulting from lack of caution, carelessness, or misconduct, -	-	-	-	8
Persons killed or injured while intoxicated, -	-	-	-	—
Trespassers and tramps killed or injured, -	-	-	-	2
Suicides, -	-	-	-	—

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employés.	Killed.	Injured.	Total.
Baggagemen			
Brakemen			
Conductors			
Engineers	1		1
Firemen			
Laborers		2	2
Shopmen			
Yardmen		2	2
Not classified above			
Total	1	4	5

STATE OF MISSOURI, }
CITY OF ST. LOUIS, } ss.

James F. How, Vice President of the Wabash Western Railway Company, being duly sworn deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said Detroit Division operated by said Company, on the thirty-first day of December, A. D. 1887, to the best of his knowledge and belief.

[L. S. OF R. R.]

Signed,

JAMES F. HOW,

Vice President Wabash Western Railway.

Subscribed and sworn to before me this 30th day of March, A. D. 1888.

MILLARD WATTS,

[L. S.]

Notary Public, City of St. Louis, Mo.

ANNUAL REPORT
OF THE
PONTIAC, OXFORD & PORT AUSTIN RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed April 2, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, GEO. W. DEBEVOISE, New York city.
Vice President, HUGH PORTER, New York city.
Secretary, FRANK H. CARROLL, Pontiac, Mich.
Auditor, W. C. SANFORD, Pontiac, Mich.
Treasurer, HUGH PORTER, New York city.
General Manager, CHARLES H. STONE, New York city.
General Superintendent, JAMES HOUSTON, Pontiac, Mich.
Chief Engineer, GEO. A. NETTLETON, Pontiac, Mich.
Assistant Treasurer, FRANK H. CARROLL, Pontiac, Mich.
General Pass. and Freight Agent, JAMES HOUSTON, Pontiac, Mich.
Attorney, A. C. BALDWIN, Pontiac, Mich.

DIRECTORS.

GEO. W. DEBEVOISE, New York city.
HUGH PORTER, New York city.
CHARLES H. STONE, New York city.
WM. H. MURPHY, New York city.
C. J. WHITNEY, Detroit, Mich.
JAMES HOUSTON, Pontiac, Mich.
FRANK H. CARROLL, Pontiac, Mich.
A. W. LEROY, Pontiac, Mich.

Term expires December 3, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—September 24, 1881.

Number of stockholders at date of last election, - - - - - 15

Number of stockholders in Michigan at same date, - - - - - 9

Amount of full paid stock held in Michigan at same date, - - - - - \$900 00

Date of annual meeting of stockholders,—First Monday in December.

Fiscal year of Company ends December 31.

General offices of the Company are located at Pontiac, Mich.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -		\$105,909 68
Total expenses, including taxes, - - - - -	\$83,583 43	
Net income, - - - - -		\$22,326 23
Interest on funded debt, - - - - -	90,000 00	
Balance for the year, - - - - -	\$67,673 77	
Balance (profit and loss) last year, - - - - -	253,477 32	
Balance forward to next year, - - - - -		321,151 09
	\$321,151 09	\$321,151 09

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$1,500,000 00
Par value of shares, - - - - - \$100 00	
No. of shares issued, - - - - - 15,000	
Amount paid in on common, - - - - -	\$1,500,000 00
Total amount paid in as per books of the Company, -	\$1,500,000 00
Paid in per mile of road owned by Com- pany,—miles, 100, - - - - -	\$15,000 00

[illegible]

Income account,	-	-	-	-	-	-	-	\$321,151 09	
Total,	-	-	-	-	-	-	-		\$3,396,605 86

GENERAL BALANCE SHEET,—Cr.

Capital stock,	-	-	-	-	-	-	-	\$,500,000 00	
Funded debt,	-	-	-	-	-	-	-	1,500,000 00	
Unfunded debt:									
Interest unpaid,	-	-	-	-	-	-	-	\$374,580 00	
Vouchers and accounts,	-	-	-	-	-	-	-	22,025 86	
									396,605 86
Total,	-	-	-	-	-	-	-		\$3,396,605 86

COST OF ROAD AND EQUIPMENT.

Purchased by Present Company.

When purchased,—October 8, 1883.

Original cost to present Company, of road and equipment,	-	\$3,000,000 00	
Amount expended since purchase, account of construction,	-	18,598 44	
Amount expended since purchase, account of equipment,	-	5,475 64	
Total cost to date of report,	-	3,024,074 08	
Proportion of cost for Michigan,	-	3,024,074 08	

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

MAIN LINE.

Right of way,	-	-	-	-	-	-	-	\$763 80	
New side tracks,	-	-	-	-	-	-	-	2,743 13	
New buildings,	-	-	-	-	-	-	-	153 70	
Total charges to property account as above,	-	-	-	-	-	-	-	\$3,660 63	
Net addition to property account,	-	-	-	-	-	-	-	3,660 63	

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches:

Local fares,	-	-	-	-	-	\$34,294 40	
Through fares,	-	-	-	-	-	1,146 70	
Total passenger fares,	-	-	-	-	-	\$35,441 10	

Express and baggage,	-	-	-	-	\$2,279 35
Mails,	-	-	-	-	4,562 18

Total passenger earnings,	-	-	-	-	\$42,282 63
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Proportion for Michigan,	-	-	-	\$42,282 63
Per train mile,	-	-	-	0 46
Per mile of road,	-	-	-	422 83

FREIGHT EARNINGS.

Main line and branches:

Local traffic,	-	-	-	-	\$58,911 71
Through traffic,	-	-	-	-	4,667 34

Total traffic,	-	-	-	-	\$63,579 05
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Total freight earnings,	-	-	-	-	\$63,579 05
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Proportion for Michigan,	-	-	-	\$63,579 05
Per train mile,	-	-	-	1 21
Per mile of road,	-	-	-	635 79

Total transportation earnings,	-	-	-	-	\$105,861 68
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Transportation earnings per mile of road,	\$1,058 62
Transportation earnings per train mile,	73.11

Miscellaneous receipts from operating account,
other than for transportation, as follows:

From other sources,	-	-	-	-	48 00
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Total,	-	-	-	-	48 00
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Total earnings from operation of road,	-	-	-	\$105,909 68
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Total earnings per mile of road,	-	-	\$1,059 10
Total earnings per train mile,	-	-	73.14
Proportion of taxable earnings for Michigan,	105,909 68		
Total taxable earnings per mile of road in Michigan,	-	-	1,059 10

Total income from all sources,	-	-	-	\$105,909 68
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Proportion of income for Michigan,	-	-	-	105,909 68
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ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track, - - - - -	\$22,105 60
Renewals of rails, - - - - -	333 12
Renewals of ties, - - - - -	44 35
Repairs of bridges, including culverts and cattle guards, -	1,484 59
Repairs of fences, road crossings, and signs, - - -	1,070 55
Repairs of buildings, - - - - -	1,165 84
Total, - - - - -	<hr/> \$26,204 05

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -	\$6,576 20
Repairs of passenger cars, - - - - -	1,423 90
Repairs of freight cars, - - - - -	2,659 43
Total, - - - - -	<hr/> \$10,659 53

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$8,815 84
Water supply, - - - - -	902 33
Oil and waste, - - - - -	880 32
Locomotive service, - - - - -	6,104 42
Passenger train service, - - - - -	2,531 86
Passenger train supplies, - - - - -	219 10
Mileage of passenger cars, - - - - -	1 53
Freight train service, - - - - -	3,191 81
Freight train supplies, - - - - -	85 35
Mileage of freight cars, - - - - -	1,061 40
Telegraph expenses (maintenance and operating), - -	2,109 69
Damage and loss of freight and baggage, - - - - -	25 22
Damages to property and cattle, - - - - -	287 96
Personal injuries, - - - - -	2 00
Agents and station service, - - - - -	5,489 62
Station supplies, - - - - -	645 85
Total, - - - - -	<hr/> \$32,414 30

CLASS 4.—*General Expenses.*

Salaries of the general officers of the Company, - - -	\$6,150 00
Salaries of clerks in general offices, - - - - -	1,928 03
Law expenses, - - - - -	2,182 40
Stationery and printing, - - - - -	1,047 41
Outside agencies and advertising, - - - - -	159 40
Contingencies, - - - - -	720 14
Taxes, - - - - -	2,118 19
Total, - - - - -	<hr/> \$14,305 57

RECAPITULATION OF EXPENSES.

	Per Cent of Expenses.	
Maintenance of way and buildings, - - -	31.35	\$26,204 05
Maintenance of motive power and cars. - -	12.75	10,659 53
Conducting transportation, - - -	38.78	32,414 30
General expenses, including taxes, - - -	17.12	14,305 57
Total operating expenses and taxes, - -	100.00	\$83,583 45
Operating expenses and taxes per train mile run, for trains earning revenue (144,798 miles), -	\$0 57.72	
Proportion of operating expenses and taxes for Michigan:		
Main line, - - - - -	83,583 45	
Total proportion of expenses for Michigan, - - -		\$83,583 45
Percentage of expenses to earnings, - 78.92		
Net earnings per mile of road, - - - -	\$223 26	
Net earnings per train mile, - - - -	15 42	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
From Pontiac, Mich., to Caseville, Mich., October 8, 1883.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan:		
From Pontiac to Caseville, - - - - -	100 20	
Total length completed, - - - - -	- -	100 20
Total length of road belonging to this Company, -	- -	100 20
Total length of road belonging to this Company in Michigan, - - - - -	100 20	
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated, - - -	6 37	
Aggregate length of tracks in Michigan belonging to this Company, computed as single track, - - -	- -	106 37
Gauge of track, 4 feet 8½ inches.		
	Total Miles. In Michigan.	
Total miles operated by the Company, - . -	100 20	100 20

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of, 3; aggregate length, feet, -	210
Wooden trestles, number of, 18; aggregate length, feet, -	1,510
Total, - - - 21; - - - - -	1,720

Draw Bridges in Michigan.

How many on your line?

None.

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?
Michigan Central R. R., at Oxford.

Port Huron & Northwestern R. R., at Clifford.

Saginaw, Tuscola & Huron R. R , at Berne Junction.

What railroads cross your road either over or under your grade in this State, and where?

Over grade :

Chicago & Grand Trunk R. R , at Imlay City.

Under grade:

None.

At what crossings are interlocking and derailing switches in operation?

None.

Number of crossings of highways at grade in this State,

103

Number of crossings of highways at grade in this State at which there are gates or flagmen,

None.

Number of crossings at which there are electric or automatic signals,

None.

Number of crossings of highways over or under railroad (over, 1; under, —),

1

Number of highway bridges, 18 feet above track,

1

Number of highway bridges, less than 18 feet above track,

None.

Have safety guards been erected at over-head obstructions?

Yes.

Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883 ?

Yes.

How are they treated?

Space between rails filled with wood blocking.

Stations.

Number of stations on whole line,

22

Same in Michigan,

22

Employés.

Number of persons regularly employed on all roads operated by Company, including officials,

115

Same in Michigan,

115

Classify your employés as per following list :

	Number.
Baggagemen,	2
Brakemen,	4
Conductors,	3
Engineers,	3

	Number.
Firemen, - - - - -	3
Laborers, - - - - -	55
Shopmen, - - - - -	20
Yardmen, - - - - -	—
Others, - - - - -	25

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you? - - - - -	187.5
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed :	
Lapeer county, - - - - -	.3
Tuscola, - - - - -	4.5
Huron county, - - - - -	7.7
Total miles, - - - - -	12.5

Road Bed and Track.

Number of track sections in Michigan, - - - - -	16
Average length of sections (miles), - - - - -	6.26
Average number of men in each section gang, - - - - -	3
Number of new ties put in whole line during the year, - - - - -	1,114
Number of new ties put in track in Michigan, - - - - -	1,114
Average number of new ties per mile of road, - - - - -	11.14
New rails put in track, - - - - -	5
Steel [tons 1.25], miles, - - - - -	0.015
Total miles of track laid with new rails, - - - - -	0.015

Bridges and Culverts.

Amount of trestle work replaced with earth during the year (linear feet), - - - - -	None.
Timber culverts replaced during the year, - - - - -	1
With timber,—number, - - - - -	1
New bridges built during the year, - - - - -	None.

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of more than 30 tons weight, exclusive of tender, - - - - -	3	\$18,000 00
Number of locomotives of 20 to 30 tons weight, exclusive of tender, - - - - -	2	10,000 00
Total, - - - - -	5	\$28,000 00

	Number.	Present Estimated Value.
Number of passenger cars—8-wheel, including official cars, - - - - -	7	\$22,000 00
Number of express and baggage cars, - - - - -	1	2,000 00
Number of box freight cars, - - - - -	45	18,000 00
Number of stock cars, - - - - -	4	1,550 00
Number of platform cars, - - - - -	61	14,140 00
Number of conductors' way cars, - - - - -	1	375 00
Other cars as follows :		
Snow plow, - - - - -	1	800 00
Total, - - - - -	120	\$86,865 00

Number of locomotives equipped with power brakes,	3
Number of passenger-train cars equipped with power brakes, - - - - -	8
Number of freight cars equipped with power brakes, - - - - -	None.

What patterns of power brakes have you in use,
and number of locomotives and cars with each?
Westinghouse automatic air brake.
Three locomotives, 8 cars.

Are your freight cars being equipped with automatic couplers as required by
Act No. 147, Session Laws of 1885?
Yes.
What pattern or patterns have you adopted for use?
Blocker.

MILEAGE, TRAFFIC, ETC.

Train Mileage.

Miles run by passenger trains during the year, - - -	65,324
Miles run by freight trains during the year, - - -	34,728
Miles run by mixed trains - - - - -	44,746
Total mileage of trains earning revenue, - - -	144,798

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of through passengers carried, -	952		
Number of local passengers carried, -	70,495		
Total number of passengers carried, -	71,447		

Total passenger mileage, or passengers carried one mile, 1,519,537.	
Average distance traveled by each passenger, - - -	26.9
Average amount received from each passenger, - - -	\$0.63
Average rate of fare per mile for through passengers, - - -	01.26
Average rate of fare per mile for local passengers, - - -	02.40
Average rate of fare per mile for all passengers, - - -	02.33

Freight Traffic.

Number of tons of through freight carried,	3,638
Number of tons of local freight carried,	61,125
Total tons of freight carried,	64,763
Total mileage of through freight,	363,800
Total mileage of local freight,	2,271,970
Total freight mileage, or tons carried one mile,	2,635,770
Average ton haul for through freight,	100
Average ton haul for local freight,	37.2
Average ton haul for all freight,	40.7
Average amount received for each ton haul,	\$0 98
Average rate per ton per mile, received for through freight,	01.28
Average rate per ton per mile, received for local freight,	02.59
Average rate per ton per mile, received for all freight,	02.41

Freight Forwarded at Michigan Stations.

	Forwarded, Tons.
Grain,	10,368
Flour,	1,412
Animals,	1,594
Other agricultural products,	7,514
Lumber and forest products,	27,035
Coal,	5,423
Plaster, lime and cement,	504
Salt,	2,052
Stone, brick and sand,	444
Merchandise and other articles not enumerated above,	8,417
Total forwarded,	64,763

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain,	10,368	16.01
Flour,	1,412	2.18
Animals,	1,594	2.46
Other agricultural products,	7,514	11.60
Lumber and forest products,	27,035	41.74
Coal,	5,423	8.37
Plaster, lime and cement,	504	.78
Salt,	2,052	3.17
Stone, brick and sand,	444	.69
Merchandise and other articles not enumerated above,	8,417	13.00
Total tons carried,	64,763	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc. ; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company.

One and one-half, and one and one-tenth first-class freight rates, and half fare for messengers. General express business. Take their freight at depot.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?

One hundred miles. Owned jointly by this Company and Western Union Telegraph Company.

STATE OF MICHIGAN, }
COUNTY OF OAKLAND, } ss.

James Houston, General Superintendent, and W. C. Sanford, Auditor, of the Pontiac, Oxford & Port Austin Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

JAMES HOUSTON,
W. C. SANFORD.

Subscribed and sworn to before me this 31st day of March, A. D. 1888.

[L. S.]

FRANK H. CARROLL,
Notary Public, Oakland Co., Mich.

ANNUAL REPORT
OF THE
SAGINAW, TUSCOLA & HURON RAILROAD COMPANY,
For the Year ending December 31, 1887.

[Filed April 8, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, WILLIAM L. WEBBER, East Saginaw.
Vice President, GEO. W. MORLEY, East Saginaw.
Secretary, E. T. JUDD, East Saginaw.
Auditor, C. M. RICE, East Saginaw.
Treasurer, E. T. JUDD, East Saginaw.
Superintendent, M. B. WILKINSON, East Saginaw.

DIRECTORS.

WM. L. WEBBER, East Saginaw.
GEO. W. MORLEY, East Saginaw.
E. T. JUDD, East Saginaw.
J. W. HOWRY, East Saginaw.
H. C. POTTER, East Saginaw.
SEWELL AVERY, East Saginaw.
J. S. ESTABROOK, East Saginaw.
Term expires May 17, 1888.

STOCKHOLDERS, STOCK, AND GENERAL OFFICES.

When chartered or articles of association filed,—February 24, 1881.				
Number of stockholders at date of last election,	-	-	-	132
Number of stockholders in Michigan at same date,	-	-	-	127

1887.]

SAGINAW, TUSCOLA & HURON RAILROAD CO.

249

Amount of full paid stock held in Michigan at same date (shares), - 607
 Date of annual meeting of stockholders,—May 17, 1888.
 Fiscal year of Company ends December 31.
 General offices of the Company are located at East Saginaw, Michigan.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$81,889 94
Total expenses, including taxes, - - - - -	\$61,112 79	
Net income, - - - - -	- - - - -	\$20,777 15
Interest on funded debt, - - - - -	- 11,400 00	
Interest on unfunded debt, - - - - -	- 21,591 59	
	\$32,991 59	
Balance for the year, - - - - -	\$12,214 44	
Balance (profit and loss) last year, - - - - -	11,145 21	
Balance forward to next year, - - - - -	- - - - -	23,359 65
	\$23,359 65	\$23,359 65

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$600,000 00
Par value of shares, - - - - - \$100 00	
No. of shares issued, - - - - - 1,232	
Amount paid in on common, - - - - -	\$123,200 00
Amount paid in on shares not issued (number, 5), - - - - -	130 00
Total amount paid in, as per books of the Company, -	123,330 00
Paid in per mile of road owned by Company,—Miles, 66.57, - - - - -	\$1,852 64

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage.....	6 per cent..	Sept. 1, 1921.	New York	\$190,000 00
Total funded debt.....				\$190,000 00

UNFUNDED DEBT.

For what incurred.	Is the same to be Funded, or how Liquidated.	Amount.
For construction.....	\$312,652 36
For equipment.....	80,210 14
For real estate.....
For renewals.....
For miscellaneous.....	29,568 17
For current balances.....	12,434 01
Total unfunded debt.....	\$385,859 68

RECAPITULATION.

Total funded debt,	-	-	-	-	-	-	\$190,000 00
Total unfunded debt,	-	-	-	-	-	-	385,859 68
							<hr/>
Total debt liabilities,	-	-	-	-	-	-	\$575,859 68
Amount of debt liabilities per mile of road,—66.57 miles,	-						8,650 43
							<hr/>
Total amount of stock and debt,	-	-	-	-	-	-	\$699,189 68
Stock and debt per mile of road,	-	-	-	-	-	-	10,503 07

GENERAL BALANCE SHEET,—Dr.

Construction account,	-	-	-	-	-	-	-	519,460	19
Equipment account,	-	-	-	-	-	-	-	104,120	17
Cash items:									
Cash,	-	-	-	-	-	-	\$4,543	02	
Bills receivable,	-	-	-	-	-	-	917	00	
Due from agents,	-	-	-	-	-	-	47	29	
							<u> </u>		5,507 31

Other assets:

Materials and supplies, - - - - -	\$5,905 42	
Debit balance from companies and individuals, - - - - -	1,326 14	
Bay Port Hotel, - - - - -	2,129 53	
Bay Port Quarries, - - - - -	37,381 27	
Profit and loss, - - - - -	23,359 65	
	<hr/>	\$70,102 01
Total, - - - - -	- - - - -	<hr/> \$699,189 68

GENERAL BALANCE SHEET,—CR.

Capital stock, - - - - -	123,330 00.
Funded debt, - - - - -	190 000 00
Unfunded debt:	
Interest unpaid (due March 1st, 1888), - - - - -	\$3,800 00
Vouchers and accounts, - - - - -	382,059 68
	<hr/> 385,859 68
Total, - - - - -	<hr/> \$699,189 68

COST OF ROAD AND EQUIPMENT,

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment, - - - - -	\$623,580 36
Average cost per mile of road (not including sidings),—	
66 57 miles, - - - - -	9,367 29
Proportion of cost for Michigan, - - - - -	623,580 36

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

MAIN LINE.

Side tracks, - - - - -	\$6,484 68
Miscellaneous, - - - - -	345 42
New buildings, - - - - -	1,267 30
New fences, - - - - -	68 00
New locomotives, - - - - -	10,743 62
New cars, - - - - -	7,431 30
	<hr/>
Total charges to property account as above, - - - - -	\$26,340 32
Net addition to property account, - - - - -	26,340 32

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches:

Local fares, - - - - -	\$29,465 23
Through fares, - - - - -	5,497 87
Total passenger fares, - - - - -	<u>\$34,963 10</u>
Express and baggage, - - - - -	405 83
Mails, - - - - -	3,082 77
Total passenger earnings, - - - - -	<u>\$38,451 70</u>
Proportion for Michigan, - - - - -	\$38,451 70
Per train mile, - - - - -	0 42
Per mile of road, - - - - -	577 61

FREIGHT EARNINGS.

Main line and branches:

Local traffic, - - - - -	\$40,825 80
Through traffic, - - - - -	2,219 79
Total traffic, - - - - -	<u>\$43,045 59</u>
Total freight earnings, - - - - -	43,045 59
Proportion for Michigan, - - - - -	\$43,045 59
Per train mile, - - - - -	98
Per mile of road, - - - - -	646 62
Total transportation earnings, - - - - -	\$81,497 29
Transportation earnings per mile of road, - - - - -	1,224 23
Transportation earnings per train mile, - - - - -	60.15
Miscellaneous receipts from operating account, other than for transportation, as follows:	
From telegraph, - - - - -	392 65
Total, - - - - -	<u>392 65</u>
Total earnings from operation of road, - - - - -	<u>\$81,889 94</u>
Total earnings per mile of road, - - - - -	\$1,230 13
Total earnings per train mile, - - - - -	60.44
Total taxable earnings in Michigan, - - - - -	81,889 94
Total income from all sources, - - - - -	<u>\$81,889 94</u>
Proportion of income for Michigan, - - - - -	81,889 94

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of road way and track, - - - - -	\$14,546 75
Renewals of rails, - - - - -	2,070 66
Renewals of ties, - - - - -	1,566 20
Repairs of bridges, including culverts and cattle guards, -	357 81
Repairs of fences, road crossings, and signs, - - -	380 11
Repairs of buildings, - - - - -	145 74
<hr/>	
Total, - - - - -	\$19,067 27

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -	\$2,842 20
Repairs of passenger cars, - - - - -	1,506 49
Repairs of freight cars, - - - - -	2,747 06
<hr/>	
Total, - - - - -	\$7,095 75

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$6,533 82
Water supply, - - - - -	365 38
Oil and waste, - - - - -	638 96
Locomotive service, - - - - -	7,546 63
Passenger train service, - - - - -	3,059 02
Passenger train supplies, - - - - -	300 87
Mileage of passenger cars, - - - - -	43 72
Freight train service, - - - - -	2,436 39
Freight train supplies, - - - - -	42 26
Telegraph expenses (maintenance and operating), - -	193 09
Damage and loss of freight and baggage, - - - - -	5 87
Damages to property and cattle, - - - - -	57 95
Agents and station service, - - - - -	6,358 36
Station supplies, - - - - -	238 68
<hr/>	
Total, - - - - -	\$27,821 00

CLASS 4.—*General Expenses.*

Salaries of the general officers of the company, - - -	\$2,950 00
Salaries of clerks in general offices, - - - - -	677 23
Law expenses, - - - - -	69 52
Insurance, - - - - -	334 04
Stationery and printing, - - - - -	736 53
Outside agencies and advertising, - - - - -	135 91
Contingencies, - - - - -	554 03
Taxes, - - - - -	1,671 51
<hr/>	
Total, - - - - -	\$7,128 77

RECAPITULATION OF EXPENSES.

	Per cent of Expenses.	
Maintenance of way and buildings, - - -	31.20	\$19,067 27
Maintenance of motive power and cars, - - -	11.61	7,095 75
Conducting transportation, - - -	45 52	27,821 00
General expenses, including taxes, - - -	11 67	7,128 77
Total operating expenses and taxes, - - -	100.00	\$61,112 79
Operating expenses and taxes per mile of road,—66.57 miles, - - - - -	\$918 02	
Operating expenses and taxes per train mile run, for trains earning revenue,—135,487 miles, - - -	0.45.10	
Proportion of operating expenses and taxes for Michigan:		
Main line, - - - - -	61,112 79	
Total proportion of expenses for Michigan, - - -		\$61,112 79
Percentage of expenses to earnings, - - -	74.63	
Net earnings per mile of road, - - - - -	\$312 11	
Net earnings per train mile, - - - - -	15 33	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
July 1, 1886.
From East Saginaw to Sebewaing, April 4, 1882.
From Sebewaing to Bay Port, June 15, 1884.
Bay Port to Bad Axe, July 1, 1886.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan:		
From East Saginaw to Bad Axe, - - - - -	64 38	
Total length completed, - - - - -	- -	64 38

BRANCHES.

Bay Port, from Bay Port Junction to Bay Port, - - -	1 38	
Quarry, from Quarry Junction to Bay Port Quarries, - - -	81	
Total length of branches owned by Company, - - -	- -	2 19
Total length of branches owned by Company in Michigan, - - - - -	2 19	
Total length of road belonging to this Company, - - -		66 57

	Miles. 100ths.	Miles. 100ths.
Total length of road belonging to this Company in Michigan,	66 57	
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated,	-	6 68
Aggregate length of tracks in Michigan belonging to this Company, computed as single track,	73 25	
Gauge of track 3 feet.		
	Total Miles. In Michigan.	
Total miles operated by the Company,	66 57	66 57

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of,	11; aggregate length, feet,	1,287
Total,	11;	1,287

Draw Bridges in Michigan.

How many on your line?	1
Where located, when built, and length of draw span :	
Sebewaing, 1882; 43 feet 9 inches.	

Character of structure :

Jackknife draw.

Material of which constructed :

Wood and iron.

Height above water, and depth of water under bridge :

Six feet; seven feet.

How swung, by engine or hand power?

Hand power.

Approaches, straight or curved?

Straight.

Do you require all trains to come to full stop before crossing draw, and how are they signaled?

Full stop by flag and lamp.

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?

Michigan Central R. R., at Reese.

Pontiac, Oxford & Port Austin R. R., at Berne Junction.

What railroads cross your road either over or under your grade in this State, and where?

None.

At what crossings are interlocking and derailing switches in operation?

None.

Number of crossings of highways at grade in this State, 79

Number of crossings of highways at grade in this State at which there are gates or flagmen, None.

Are your frogs and guard rails blocked as required by Act No. 174, Session Laws of 1883?

Yes.

How are they treated?

Wooden blocks bolted on.

Stations.

Number of stations on whole line,	-	-	-	-	-	17
Same in Michigan,	-	-	-	-	-	17

Employés.

Number of persons regularly employed on all roads operated by Company, including officials,	-	-	-	-	-	-	-	-	73
Same in Michigan,	-	-	-	-	-	-	-	-	73
Classify your employes as per following list:									
Baggagemen,	-	-	-	-	-	-	-	-	—
Brakemen,	-	-	-	-	-	-	-	-	6
Conductors,	-	-	-	-	-	-	-	-	4
Engineers,	-	-	-	-	-	-	-	-	4
Firemen,	-	-	-	-	-	-	-	-	4
Laborers,	-	-	-	-	-	-	-	-	34
Shopmen,	-	-	-	-	-	-	-	-	—
Yardmen,	-	-	-	-	-	-	-	-	—
Others,	-	-	-	-	-	-	-	-	21

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you?	- - - - -	132.14
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed,	- - - - -	1.00

Road Bed and Track.

Number of track sections in Michigan,	-	-	-	-	11
Average length of sections (miles),	-	-	-	-	6
Average number of men in each section gang,	-	-	-	-	3
Number of new ties put in whole line during the year,	-	-	-	-	13.710
Number of new ties put in track in Michigan,	-	-	-	-	13.710
Average number of new ties per mile of road,	-	-	-	-	206
New rails put in track:					
Steel [tons 37], miles,	-	-	-	-	0.61
Total miles of track laid with new rails,—about	-	-	-	-	0.61

Bridges and Culverts.

Amount of trestle work replaced with earth during the year (linear feet), - - - - -	None.
Timber culverts replaced during the year, - - - - -	None.

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of 20 to 30 tons weight, exclusive of tender, - - - - -	3	\$15,000 00
Number of locomotives of 10 to 20 tons weight, exclusive of tender, - - - - -	5	17,000 00
Total, - - - - -	4	\$32,000 00
Number of passenger cars—8-wheel, including official cars, - - - - -	7	12,500 00
Number of express and baggage cars, - - - - -	3	4,100 00
Number of box freight cars, - - - - -	82	28,600 00
Number of stock cars, - - - - -	9	2,700 00
Number of platform cars, 83; coal, 20, - - - - -	103	26,750 00
Number of conductors' way cars, - - - - -	1	100 00
Total, - - - - -	205	\$106,750 00
Number of locomotives equipped with power brakes, - - - - -	8	
Number of passenger-train cars equipped with power brakes, - - - - -	10	
Number of freight cars equipped with power brakes, - - - - -	83	
What patterns of power brakes have you in use, and number of locomotives and cars with each? Eames' vacuum.		
Are your freight cars equipped with automatic couplers as required by Act No. 147, Session Laws of 1885? - - - - -		Yes.
What pattern or patterns have you adopted for use? McCree.		

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

Miles run by passenger trains during the year, - - - - -	91,749
Miles run by freight trains during the year, - - - - -	43,738
Total mileage of trains earning revenue, - - - - -	135,487

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of through passengers carried, -	3,101		
Number of local passengers carried, -	59,670		
Total number of passengers carried, -	62,771		
Total passenger mileage, or passengers carried one mile, -		1,574,237	
Average distance traveled by each passenger, -		25.08	
Average amount received from each passenger, -			\$0 55.70
Average rate of fare per mile for through passengers, -			02.65
Average rate of fare per mile for local passengers, -			02.16
Average rate of fare per mile for all passengers, -			02.22

Freight Traffic.

Number of tons of through freight carried, -	1,078		
Number of tons of local freight carried, -	50,478		
Total tons of freight carried, -	51,556		
Total mileage of through freight, -		72,339	
Total mileage of local freight, -		1,928,792	
Total freight mileage, or tons carried one mile, -		\$2,001,131	
Average ton haul for through freight, -		67	
Average ton haul for local freight, -		38.21	
Average ton haul for all freight, -		38.81	
Average amount received for each ton haul, -			\$0 83.49
Average rate per ton per mile, received for through freight, -			03.07
Average rate per ton per mile, received for local freight, -			02.12
Average rate per ton per mile, received for all freight, -			02.15

Freight Forwarded at Michigan Stations.

	Forwarded, Tons.
Grain, -	2,368
Flour, -	188
Provisions (beef, pork, lard, etc.), -	674
Animals, -	69
Lumber and forest products, -	21,005
Coal, -	52
Plaster, lime and cement, -	1,666
Salt, -	93
Stone, brick and sand, -	17,699
Manufactures,—articles shipped from point of production, -	2,181
Merchandise and other articles not enumerated above, -	5,560
Total forwarded, -	51,555

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent
Grain, - - - - -	2,368	4.59
Flour, - - - - -	188	.37
Provisions (beef, pork, lard, etc.), - - - - -	674	1.31
Animals, - - - - -	69	.14
Lumber and forest products, - - - - -	21,005	40.74
Coal, - - - - -	52	.10
Plaster, lime and cement, - - - - -	1,666	3.23
Salt, - - - - -	93	.18
Stone, brick and sand, - - - - -	17,699	34.33
Manufactures,—articles shipped from point of production, - - - - -	2,181	4.23
Merchandise and other articles not enumerated above, - - - - -	5,560	10.78
Total tons carried, - - - - -	51,555	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company.

One and one-half first-class rate.

Handle their own freight.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?
65.76 miles. Owned and operated by this Company.

STATE OF MICHIGAN, }
COUNTY OF SAGINAW, } ss.

William L. Webber, President, and C. M. Rice, Auditor, of the Saginaw, Tuscola & Huron Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

WM. L. WEBBER.

C. M. RICE.

Subscribed and sworn to before me this 2d day of April, A. D. 1888.

SAMUEL G. HIGGINS,

Notary Public in and for Saginaw Co., Mich.

ANNUAL REPORT
OF THE
MANISTIQUE RAILWAY COMPANY,

For the Year ending December 31, 1887.

[Filed April 5, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, M. S. SMITH, Detroit, Mich.

Vice President, LEWIS A. HALL, Bay Mills, Mich.

Secretary and Treasurer, J. C. McCAUL, Detroit, Mich.

DIRECTORS.

R. A. ALGER, Detroit, Mich.

M. S. SMITH, Detroit, Mich.

J. C. McCAUL, Detroit, Mich.

ABIJAH WESTON, Painted Post, N. Y.

R. K. HAWLEY, Cleveland, Ohio.

LEWIS A. HALL, Bay Mills, Mich.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—September 18, 1886.

Number of stockholders at date of last election,	- - - - -	7
--	-----------	---

Number of stockholders in Michigan at same date,	- - - - -	5
--	-----------	---

Amount of full paid stock held in Michigan at same date,	- - - - -	—
--	-----------	---

Date of annual meeting of stockholders,	- - - - -	—
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Fiscal year of Company ends December 31.

General offices of the Company are located at Detroit, Mich.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$44,132 59
Total expenses, including taxes, - - - - -	\$19,761 36	
Net income, - - - - -	- - - - -	24,371 23
Interest on unfunded debt, - - - - -	\$454 41	
Balance for the year, - - - - -	- - - - -	\$23,916 82
Balance last year, - - - - -	494 04	
Balance forward to next year, - - - - -	23,422 78	
	\$23,916 82	\$23,916 82

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$100,000 00
Par value of shares, - - - - \$100 00	
No. of shares issued, - - - - None.	
Amount paid in on shares not issued (number 550), - - - - -	\$55,000 00
Total amount paid in as per books of the Company, -	55,000 00
Paid in per mile of road owned by Company, -	
—14 miles, - - - - -	\$3,928 57

GENERAL BALANCE SHEET,—DR.

Construction account, - - - - -	\$94,758 07	
Equipment account, - - - - -	30,241 30	
		\$124,999 37
Other assets:		
Debit balances from companies and individuals, - - - - -	- - - - -	1,596 05
Total, - - - - -	- - - - -	\$126,595 42

GENERAL BALANCE SHEET,—CR.

Capital stock,—paid in, - - - - -	\$55,000 00
Unfunded debt:	
Vouchers and accounts, - - - - -	48,172 64
Profit and loss or income accounts, - - - - -	23,422 78
Total, - - - - -	\$126,595 42

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

None.

UNFUNDED DEBT.

For What Incurred.	Is the Same to be Funded, or how Liquidated.	Amount.
For construction.....	To be paid	\$48,172 64
For equipment.....		
For real estate		
For renewals		
For miscellaneous.....		
For current balances		
Total unfunded debt.....		\$48,172 64

RECAPITULATION.

Total unfunded debt,	- - - - -	\$48,172 64
Total debt liabilities,	- - - - -	\$48,172 64
Amount of debt liabilities per mile of road,—14 miles,	-	3,440 90
Total amount of stock and debt,	- - - - -	103,172 64
Stock and debt per mile of road,	- - - - -	7,369 47

COST OF ROAD AND EQUIPMENT.

Total cost for Construction and Equipment of Road, and Branches Built by Company.

Total expended for construction and equipment,	- -	\$124,999 37
Average per mile of road, not including sidings,—14 miles,		8,928 53
Proportion of cost for Michigan,	- - - - -	134,999 37

CHARGES AND CREDITS DURING THE YEAR.

For new construction,	- - - - -	\$48,071 86
For new equipment, including machinery and tools,	- -	16,296 29
Total charges,	- - - - -	\$64,368 15
Property sold and credited during the year as follows (specify) :		
Six flat cars sold,	- - - - -	2,581 00
Net charge to property account during the year,	- -	\$61,787 15

ANALYSIS OF EARNINGS AND EXPENSES.

EARNINGS.

From freight, - - - - -	\$44,132 59
Total earnings, - - - - -	\$44,132 59
Earnings per mile of road operated,—14 miles, - - -	3,152 33
Earnings per train mile run from all trains earning revenue,—	
21,000 miles, - - - - -	2 10
Total earnings, - - - - -	44,132 59
Total taxable earnings in Michigan, - - - - -	44,132 59
Total income, - - - - -	44,132 59
Proportion for Michigan, - - - - -	44,132 59

EXPENSES.

	Per Cent.	Total.
Class 1. Maintenance of way and buildings, -	.02	\$4 70
Class 2. Maintenance of motive power and cars, -	4.20	829 17
Class 3. Conducting transportation, - - -	95.12	18,797 31
Class 4. General expenses and taxes, - - -	.66	130 18
Total expenses and taxes, - - - - -	100.00	\$19,761 36
Operating expenses and taxes per mile of road operated,—14 miles, - - - - -		\$1,411 53
Operating expenses and taxes per train mile run for trains earning revenue,—21,000 miles, -	0 94	
Proportion of operating expenses and taxes for Michigan, - - - - -		19,761 36
Per cent of expenses from earnings, - - -	45	
Net earnings per mile of road, - - - - -	1,740 80	
Net earnings per train mile run, - - - - -	1 16	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
July, 1887.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths
In Michigan:		
Seney to Camp, 10, - - - - -	12 00	
Total length completed, - - - - -		12 00
Branches, - - - - -	2 00	
Total length of branches owned by Company, - - -		2 00

	Miles. 100ths.	Miles. 100ths.
Total length of road belonging to this Company, -	-	14 00
Aggregate length of sidings, spurs and other tracks not above enumerated, -	-	50
Aggregate length of tracks belonging to this Company, computed as single track, -	-	14 50
Total miles operated by the Company, -	14 50	
Gauge of track, 4 feet 8½ inches.		

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of, 2; aggregate length, feet, -	300
Wooden trestles, number of, 3; aggregate length, feet, -	600
Total, - 5; -	900

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality? D., S. S. & A. R. R., at Seney.	
What railroads cross your road either over or under your grade in this State, and where? None.	
Number of crossings of highways at grade in this State, -	2
Number of crossings of highways over or under railroad (over, —; under, —), -	None.
Number of highway bridges, 18 feet above track, -	None.
Number of highway bridges less than 18 feet above track, -	None.

Employés.

Number of persons regularly employed on all roads operated by Company, including officials, -	24
Same in Michigan, -	24

Fencing in Michigan.

How many miles of fencing have you? -	None.
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed: None required by law.	

REPAIRS AND RENEWALS.

Road Bed and Track.

Number of track sections, -	2
Average length of sections,—miles, -	6
Average number of men in each section gang, -	10
Steel [tons, 383], miles—renewals, -	6
Total miles of track laid with steel rails, -	6
New bridges built during the year,—number, -	None.

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives, all classes, exclusive of tender, - - - - -	1	\$6,892 25
Total, - - - - -	1	\$6,892 25
Number of platform cars, - - - - -	57	19,170 00
Total, - - - - -	57	\$26,062 25

MILEAGE, TRAFFIC, ETC.

Train Mileage.

Miles run by freight trains during the year, - - -	21,000
Total mileage of trains earning revenue, - - -	21,000

Passenger Traffic.

None reported.

Freight Traffic.

	Numbers and Quantities.	Miles.	Rate.
Total tons of freight carried, - - -	152,559		
Total freight mileage, or tons carried one mile, - -		1,164,466	
Average ton haul for all freight, - - -		7.63	
Average amount received for each ton haul, - - -			\$0 29
Average rate per ton per mile, received for all freight, - -			04

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Lumber and forest products, - - - - -	150,121	98.40
Grain, flour, provisions, other agricultural products not included above, - - - - -	2,438	1.60
Total tons carried, - - - - -	152,559	100.00

STATE OF MICHIGAN, }
COUNTY OF WAYNE, } ss.

M. S. Smith, President, and J. C. McCaul, Secretary, of the Manistique Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed, .

M. S. SMITH, *President.*

J. C. McCAUL, *Secretary.*

Subscribed and sworn to before me this 4th day of April, A. D. 1888.

[L. S.]

G. H. STALKER,

Notary Public, Wayne Co., Mich.

ANNUAL REPORT

OF THE

DETROIT, BAY CITY & ALPENA RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed April 5, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, R. A. ALGER, Detroit, Mich.
Vice President, M. S. SMITH, Detroit, Mich.
Secretary, T. H. NEWBERRY, Detroit, Mich.
Auditor, J. C. McCAUL, Detroit, Mich.
Treasurer, M. S. SMITH, Detroit, Mich.
General Manager, R. A. ALGER, Detroit, Mich.
General Superintendent, MILO EASTMAN, East Tawas, Mich.
Chief Engineer, C. H. ELLIS, Detroit, Mich.
General Passenger and Freight Agent, J. C. McCAUL, Detroit, Mich.
Attorney, A. M. HENRY, Detroit, Mich.

DIRECTORS.

R. A. ALGER, Detroit, Mich.
M. S. SMITH, Detroit, Mich.
JAS. McMILLAN, Detroit, Mich.
HUGH McMILLAN, Detroit, Mich.
T. H. NEWBERRY, Detroit, Mich.
J. C. McCAUL, Detroit, Mich.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed, —February 18, 1880. Amended articles April 2, 1888.

Number of stockholders at date of last election,	-	-	-	-	-	9
Number of stockholders in Michigan at same date,	-	-	-	-	-	8

Amount of full paid stock held in Michigan at same date, - - - \$1,592,400 00
 Date of annual meeting of stockholders,—Third Tuesday in May.
 Fiscal year of Company ends December 31.
 General offices of the Company are located at Detroit, Mich.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	-	\$469,296 68
Total expenses, including taxes, - - -	\$263,866 79	
Net income, - - - - -	-	205,429 89
Interest on funded debt, - - - - -	\$138,450 01	
Balance applicable to dividends, - - -	-	66,979 88
Dividends declared (4 per cent), - - -	-	66,800 00
Balance for the year, - - - - -	-	\$179 88
Balance (profit and loss) last year, - - -	-	13,239 97
Items not included in above as follows:		
Bonus, - - - - -	\$2,966 60	
Premium on bonds, - - - - -	2,625 00	
Interest, - - - - -	1,048 52	
	-	6,640 12
Balance forward to next year, - - - - -	-	20,059 97
	\$20,059 97	\$20,059 97

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$2,000,000 00
Par value of shares, - - - - - \$100 00	
No. of shares issued, - - - - - 16,700	
Amount paid in on common, - - - - -	\$1,670,000 00
Total amount paid in, as per books of the Company, -	\$1,670,000 00
Paid in per mile of road owned by Com-	
pany,—218.13 miles, - - - - -	\$7,656 00

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage.....	6 per cent	Jan. 1, 1913.	New York	\$2,500,000 00
Total funded debt.....				\$2,500,000 00

UNFUNDED DEBT.

For what Incurred.	Is the same to be Funded, or How Liquidated.	Amount.
For construction.....
For equipment.....
For real estate.....
For renewals.....
For miscellaneous.....
For current balances.....	\$26,347 75
Total unfunded debt.....		\$26,347 75

RECAPITULATION.

Total funded debt,	-	-	-	-	-	-	-	\$2,500,000 00
Total unfunded debt,	-	-	-	-	-	-	-	26,347 75
Total debt liabilities,								\$2,526,347 75
Amount of debt liabilities per mile of road [218.13 miles],								11,581 84
Total amount of stock and debt,	-	-	-	-	-	-	-	4,196,347 75
Stock and debt per mile of road,	-	-	-	-	-	-	-	19,237 83

GENERAL BALANCE SHEET,—Dr.

Construction account,	-	-	-	-	\$3,751,236 64	
Equipment account,	-	-	-	-	385,378 87	
						\$4,136,615 01
Cash items:						
Cash,	-	-	-	-	\$95,569 34	
Due from agents,	-	-	-	-	27,874 81	
						123,444 15
Other assets:						
Debit balances from companies and individuals,	-	-	-	-		23,148 56
Total,						\$4,283,207 72

GENERAL BALANCE SHEET,—Cr.

Capital stock, - - - - -	\$1,670,000 00	
Funded debt, - - - - -	2,500,000 00	
	<hr/>	\$4,170,000 00
Unfunded debt:		
Dividends unpaid (payable Jan. 1, 1888), - - - - -		66,979 88
Notes payable, - - - - -	\$966 96	
Vouchers and accounts, - - - - -	25,380 79	
	<hr/>	26,347 75
Profit and loss, or income accounts, - - - - -		20,059 97
		<hr/>
Total, - - - - -		\$4,283,207 72

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment, - - -	\$4,136,615 01
Average cost per mile of road (not including sidings),—197.4 miles, - - - - -	20,955 50
Proportion of cost for Michigan, - - - - -	4,136,615 01

Purchased by Present Company.

When purchased,—July 11, 1882.

Original cost to present Company, of road and equipment, -	\$107,664 42
Amount expended since purchase, account of construction, -	3,643,572 22
Amount expended since purchase, account of equipment, -	385,378 37
	<hr/>
Total cost to date of report, - - - - -	\$4,136,615 01
Proportion of cost for Michigan, - - - - -	4,136,615 01

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

MAIN LINE.

Extensions, - - - - -	\$203,992 58
New buildings, - - - - -	8,857 47
Machinery and tools, - - - - -	273 59
New locomotives, - - - - -	56,005 88
New cars, - - - - -	34,285 49
	<hr/>
Total charges to property account as above, - - -	\$303,315 01
Net addition to property account, - - - - -	303,315 01

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches:

Local fares, - - - - -	\$94,936 79
Total passenger fares, - - - - -	\$94,936 79
Express and baggage, - - - - -	2,159 78
Mails, - - - - -	8,383 78
Other sources, - - - - -	9,150 32
Total passenger earnings, - - - - -	\$114,630 67
Proportion for Michigan, - - - - -	\$114,630 67
Per train mile, - - - - -	1 74
Per mile of road, - - - - -	525 52

FREIGHT EARNINGS.

Main line and branches:

Local traffic, - - - - -	\$354,666 01
Total traffic, - - - - -	\$354,666 '01
Total freight earnings, - - - - -	\$354,666 01
Proportion for Michigan. - - - - -	\$354,666 01
Per train mile, - - - - -	1 25
Per mile of road, - - - - -	1,625 94
Total transportation earnings, - - - - -	\$469,296 68
Transportation earnings per mile of road, - - - - -	\$2,151,145
Transportation earnings per train mile, - - - - -	1 08
Total earnings from operation of road, - - - - -	\$469,296 68
Total earnings per mile of road, - - - - -	\$2,151 45
Total earnings per train mile, - - - - -	1 08
Proportion of taxable earnings for Michigan, - - - - -	469,296 68
Total taxable earnings per mile of road in Michigan, - - - - -	2,151 45
Income other than from earnings:	
Premium on bonds, - - - - -	2,625 00
Interest, - - - - -	1,048 52
Bonus, - - - - -	2,966 60
	6,640 12
Total income from all sources, - - - - -	\$475,936 80
Proportion of income for Michigan, - - - - -	475,936 80

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track, - - - - -	\$47,586 56
Repairs of bridges, including culverts and cattle guards, -	1,416 79
Repairs of fences, road crossings, and signs. - - -	150 00
Repairs of buildings, - - - - -	1,418 52
Total, - - - - -	<hr/> \$50,571 87

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -	\$3,404 28
Repairs of passenger cars, - - - - -	4,112 88
Repairs of freight cars, - - - - -	7,049 42
Total, - - - - -	<hr/> \$14,566 58

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$40,109 00
Water supply, - - - - -	2,372 01
Oil and waste, - - - - -	2,359 03
Locomotive service, - - - - -	50,614 01
Train service, - - - - -	33,995 86
Train supplies, - - - - -	1,369 18
Mileage of cars, - - - - -	4,434 62
Telephone expenses (maintenance and operating), - -	1,960 16
Damage and loss of freight and baggage, {	
Damages to property and cattle, - - - - -	2,553 20
Personal injuries, - - - - -	790 00
Agents and station service, including hoisting and unloading	
logs,—\$11,727.66, - - - - -	26,218 65
Station supplies, - - - - -	1,334 37
Total, - - - - -	<hr/> \$168,110 09

CLASS 4.—*General Expenses.*

Salaries of the general officers of the Company, - - -	\$9,166 66
Salaries of clerks in general offices, - - - - -	5,980 42
Law expenses, - - - - -	450 00
Insurance, - - - - -	502 83
Stationery and printing, - - - - -	2,594 96
Contingencies, - - - - -	5,845 71
Taxes, - - - - -	4,911 00
Rent, - - - - -	1,166 67
Total, - - - - -	<hr/> \$30,618 25

RECAPITULATION OF EXPENSES.

	Per Cent of Expenses.	
Maintenance of way and buildings, - - -	19.17	\$50,571 87
Maintenance of motive power and cars, - - -	5.52	14,566 58
Conducting transportation, - - -	63.71	168,110 09
General expenses, including taxes, - - -	11.60	30,618 25
<hr/>		
Total operating expenses and taxes, - - -	100.00	\$263,866 79
<hr/>		
Operating expenses and taxes per mile of road, -	\$1,209 67	
Operating expenses and taxes per train mile run, for trains earning revenue,—433,206 miles, -	61	
Proportion of operating expenses and taxes for Michigan:		
Main line, - - - - -	263,866 79	
<hr/>		
Total proportion of expenses for Michigan, - - -		\$263,866 79
<hr/>		
Percentage of expenses to earnings, - - -	56.23	
Net earnings per mile of road, - - -	\$941 78	
Net earnings per train mile, - - -	47	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
From Alger, Mich., to Alpena, Mich., September 20, 1886.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan:		
From Alger to Alpena, - - - - -	105 00	
<hr/>		
Total length completed, - - - - -		105 00

BRANCHES.

Loon Lake, from Emery Junction to Potts, - - -	32 98	
Mud Lake, from Mud Lake Junction to Potts, - - -	45 31	
Bush Lake, - - - - -	4 73	
Prescott, - - - - -	4 39	
Others, - - - - -	4 99	
<hr/>		
Total length of branches owned by Company, - - -		92 40
Total length of branches owned by Company in Michigan, - - -	92 40	
Total length of road belonging to this Company, - - -		197 40
Total length of road belonging to this Company in Michigan, - - - - -	197 40	
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated, - - -	20 73	
Aggregate length of tracks in Michigan belonging to this Company, computed as single track, - - -	218 13	
Gauge of track 4 feet 8½ inches.		

	Total Miles.	In Michigan.
Total miles operated by the Company, - - -	218 13	218 13

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of, - 10; aggregate length, feet,	1,365
Iron bridges, ' ' - - - 2; aggregate length, feet,	436
Combination bridges, number of, 2; aggregate length, feet,	1,437
Wooden trestles, number of, - 9; aggregate length, feet,	2,375
Total, - - - - 23; - - - -	5,613

Draw Bridges in Michigan.

How many on your line? - - - - -	None.
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Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?	None.
What railroads cross your road either over or under your grade in this State, and where?	None.
Number of crossings of highways at grade in this State, -	68
Number of crossings of highways at grade in this State, at which there are gates or flagmen, - - -	None.
Number of crossings of highways over or under railroad (over, —; under, —), - - - - -	None.
Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883? - - - - -	Yes.

Stations.

Number of stations on whole line. - - - - -	30
Same in Michigan, - - - - -	30

Employés.

Number of persons regularly employed on all roads operated by Company, including officials, - - - - -	350
Same in Michigan, - - - - -	350

Classify your employés as per following list:

	Number.
Baggagemen, - - - - -	5
Brakemen, - - - - -	53
Conductors, - - - - -	21
Engineers, - - - - -	23
Firemen, - - - - -	25
Laborers, - - - - -	102
Shopmen, - - - - -	37
Others, - - - - -	84

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you ?
Give the number of miles required to complete fence both
sides of your track, in Michigan, and the counties in which
needed:
Not required to fence by law.

Road Bed and Track.

Number of track sections in Michigan, 26
Average length of sections (miles), 7.5
Average number of men in each section gang, 4

Bridges and Culverts.

Amount of trestle work replaced with earth during the year
(linear feet), 983
Timber culverts replaced during the year, None.
New bridges built during the year,—number, 1

Location.	Kind.	Material.	Month built.	Feet in length.
Alpena.....	Girder.....	Iron.....	March.....	391
Total.....				391

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of more than 30 tons weight, exclusive of tender,	17	\$119,000 00
Total,	17	\$119,000 00
Number of passenger cars—8 wheel, including official cars,	5	18,000 00
Number of express and baggage cars,	2	5,000 00
Number of box freight cars,	38	16 150 00
Number of platform cars,	310	99,200 00
Number of conductors' way cars,	5	1,250 00
Other cars as follows:		
Long timber trucks,	300	34.800 00
Total,	660	\$293,400 00
Number of locomotives equipped with power brakes,	17	

Number of passenger-train cars equipped with power brakes, - - - - - 7

What patterns of power brakes have you in use, and number of locomotives and cars with each?

Westinghouse air brake,—locomotives, 4; cars, 7.

American steam brake,—locomotives, 13.

Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885?

Yes.

What pattern or patterns have you adopted for use?

Blocker coupler.

MILEAGE, TRAFFIC, ETC.

Train Mileage.

Miles run by passenger trains during the year,	-	-	-	65,744
Miles run by freight trains during the year,	-	-	-	281,700
Miles run by mixed trains,	-	-	-	85,762
				<hr/>
Total mileage of trains earning revenue,	-	-	-	433,206

Passenger Traffic.

	Number and Quantities.	Miles.	Rate. Dolls. Cts.
Number of local passengers carried,	114,245		
		<hr/>	
Total number of passengers carried,	114,245		
Total passenger mileage, or passengers carried one mile,		3,372,925	
Average distance traveled by each passenger,		29.5	
Average amount received from each passenger,			\$0 83
Average rate of fare per mile for local passengers,			.03
Average rate of fare per mile for all passengers,			.03

Freight Traffic.

Number of tons of local freight carried,	373,300		
		<hr/>	
Total tons of freight carried,	373,300		
Total mileage of local freight,		7,297,087	
		<hr/>	
Total freight mileage, or tons carried one mile,		7,297,087	
Average ton haul for local freight,		19.55	
Average ton haul for all freight,		19.55	
Average amount received for each ton haul,			95
Average rate per ton per mile, received for local freight,			5
Average rate per ton per mile, received for all freight,			5

Freight forwarded at Michigan Stations.

	Forwarded, Tons.
Grain, - - - - -	2,918
Flour, - - - - -	887
Provisions (beef, pork, lard, etc.), - - - - -	1,957
Animals, - - - - -	524
Other agricultural products, - - - - -	2,086
Lumber and forest products, - - - - -	345,363
Coal, - - - - -	2,080
Plaster, lime and cement, - - - - -	196
Salt, - - - - -	3,179
Petroleum, - - - - -	293
Railroad iron, iron and steel rails, - - - - -	875
Other iron and castings, - - - - -	437
Stone, brick and sand, - - - - -	230
Manufactures,—articles shipped from point of production, - - - - -	3,702
Merchandise and other articles not enumerated above, - - - - -	8,573
Total forwarded, - - - - -	373,300

Tonnage of Articles Transported.—Entire Road.

	Tons.	Per Cent
Grain, - - - - -	2,918	.782
Flour, - - - - -	887	.238
Provisions (beef, pork, lard, etc.), - - - - -	1,957	.524
Animals, - - - - -	524	.140
Other agricultural products, - - - - -	2,086	.559
Lumber and forest products, - - - - -	345,363	92.515
Coal, - - - - -	2,080	.557
Plaster, lime and cement, - - - - -	196	.053
Salt, - - - - -	3,179	.852
Petroleum, - - - - -	293	.078
Railroad iron, iron and steel rails, - - - - -	875	.234
Other iron and castings, - - - - -	437	.117
Stone, brick and sand, - - - - -	230	.062
Manufactures,—articles shipped from point of production, - - - - -	3,702	.992
Merchandise and other articles not enumerated above, - - - - -	8,573	2.296
Total tons carried, - - - - -	373,300	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company.

One and one-half first-class on local business.

First class on through business.

A general express business.

Freight taken at depot.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?

142 miles telephone; owned by this Company.

TRANSPORTATION COMPANIES.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other than the exclusive property of your own or some other railroad company have been in use on your road, in the State of Michigan, during the year, on what terms respectively, and if rented by you or allowed mileage between local points in this State, the amount paid for the use of such cars during the period under report?

Wagner Palace Car Company, New York city, mileage, \$1,291.71.

Fast Freight Lines.

To what fast freight lines or other transportation companies, running cars upon your road, not the exclusive property of any railroad company paying taxes in this State upon its gross receipts, have you paid car mileage or car rentals for the use of such cars, while in use for traffic between local points in this State, and what was the amount of such car rental or mileage paid?

Arms Palace Horse Car Co., Buffalo, N. Y.,	-	-	-	\$3 17
Austell Refrigerator Car Co., Atlanta, Ga.,	-	-	-	1 57
Blue Line, Rochester, N. Y.,	-	-	-	562 26
Canada Southern Line, Rochester, N. Y.,	-	-	-	209 57
Commercial Express Line, Buffalo, N. Y.,	-	-	-	81
Empire Line, Philadelphia, Pa.,	-	-	-	4 96
Erie Despatch, Chicago, Ill.,	-	-	-	78
Great Eastern Line, Montreal, Can.,	-	-	-	2 17
Merchants' Despatch Trans. Co., New York,	-	-	-	81 73
Midland Line, Buffalo, N. Y.,	-	-	-	80
National Car Co., St. Albans, Vt.,	-	-	-	3 95
New York Live Stock Express, New York,	-	-	-	1 57
Swift Refrigerator Trans. Co., Chicago, Ill.,	-	-	-	130 34
Pittsburgh & Toledo Despatch, Allegheny, Pa.,	-	-	-	9 20
Red Line Transit Co., Buffalo, N. Y.,	-	-	-	8 65
Union Line, Pittsburgh, Pa.,	-	-	-	58

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

April 7. Jos. Rivard, brakeman, Mud Lake, derailment.
May 24. Thos. Rowe, brakeman, Mud Lake, fell from train.
June 15. Jos. LeClair, brakeman, Mud Lake, tree striking him while on train.
July 31. Edw. Garland, Mud Lake, trespasser; asleep on track.
August 16. Jas. O'Hara, Tawas City, attempted to board moving train while intoxicated.
September 12. Jno. Frazier, Lond's Branch, trespasser; fell from train.
October 2. Geo. V. Bailey, Emery Junc., trespasser; asleep on track.

INJURED.

February 18. Sam. Hart, brakeman, Hale, fell from train.
March 26. Ed. Rutherford, brakeman, Roe Lake, coupling.
May 7. Jos. Grice, brakeman, Alger, coupling.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accident.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions						
Coupling cars.....					2	
Derailments.....		1				
Falling from trains.....		1			1	
Frogs						
Getting on and off trains.....						
Highway crossings.....						
Miscellaneous		1				
Overhead obstructions.....						
Trespassers on trains.....			2			
Trespassers on tracks.....			2			
Total		8	4		3	

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year.	7
Number of persons injured during the year,	3
Number of casualties purely accidental,	6
Number resulting from lack of caution, carelessness, or misconduct,	—

Persons killed or injured while intoxicated,	-	-	-	4
Trespassers and tramps killed or injured,	-	-	-	4
Suicides,	-	-	-	-

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employés.	Killed.	Injured.	Total.
Baggagemen.....			
Brakemen	8	3	6
Conductors.....			
Engineers.....			
Firemen			
Laborers.....			
Shopmen			
Yardmen			
Not classified above.....			
Total.....	3	3	

STATE OF MICHIGAN, {
COUNTY OF WAYNE, } ss.

M. S. Smith, Vice President, and J. C. McCaul, Auditor, of the Detroit, Bay City & Alpena Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed, M. S. SMITH, Vice President.
J. C. McCAUL, Auditor.

Subscribed and sworn to before me this 4th day of April, A. D. 1888.
[L. s.] G. H. STALKER,
Notary Public, Wayne Co., Mich.

ANNUAL REPORT
OF THE
CHICAGO & WEST MICHIGAN RAILWAY COMPANY.

For the Year ending December 31, 1887.

[Filed April 9, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, NATHANIEL THAYER, Boston, Mass.
Vice President and Gen. Manager, J. B. MULLIKEN, Muskegon, Mich.
Secretary, CHARLES MERRIAM, Boston, Mass.
Auditor, U. B. ROGERS, Muskegon, Mich.
Treasurer, CHARLES MERRIAM, Boston, Mass.
General Superintendent, J. K. V. AGNEW, Grand Rapids, Mich.
Traffic Manager, W. A. CARPENTER, Muskegon, Mich.
Chief Engineer, J. W. PETHRAM, Grand Rapids, Mich.
Superintendent of Telegraph, F. O. NYE, Holland, Mich.
Assistant Treasurer, CHARLES L. GUNN, Muskegon, Mich.
Ass't General Passenger Agent, WM. A. GAVETT, Grand Rapids, Mich.
Asst General Freight Agent, M. W. ROSE, Grand Rapids, Mich.
Attorney, F. A. NIMS, Muskegon, Mich.

DIRECTORS.

H. H. HUNNEWELL Boston, Mass.
C. F. ADAMS, Boston, Mass.
G. O. SHATTUCK, Boston, Mass.
CHARLES MERRIAM, Boston, Mass.
N. THAYER, Boston, Mass.
J. H. BLAKE, Boston, Mass.
E. V. R. THAYER, Boston, Mass.
A. H. HARDY, Boston, Mass.
J. B. MULLIKEN, Muskegon, Mich.

Term expires April 18, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—October 1, 1881.

Number of stockholders at date of last election, - - - - - 600

Number of stockholders in Michigan at same date, - - - - - 2

Amount of full paid stock held in Michigan at same date, - - - - \$11,000 00

Date of annual meeting of stockholders,—Third Wednesday in April.

Fiscal year of Company ends December 31.

General offices of the Company are located at Boston, Mass., Grand Rapids, and Muskegon, Mich.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$1,414,022 69
Total expenses, including taxes, - - - -	\$1,064,629 32	
Net income, - - - - -	- - - - -	\$349,393 37
Interest on funded debt, - - - - -	232,253 33	
Balance applicable to dividends, - - - -	- - - - -	117,140 04
Dividends declared (2½ per cent), - - - -	153,755 00	
Balance for the year, - - - - -	\$36,614 96	
Balance (profit and loss) last year, - - - -	- - - - -	241,736 95
Items not included in above, as follows :		
Miscellaneous interest, - - - - -	- - - - -	12,047 81
Balance forward to next year, - - - - -	217,169 80	
	\$253,784 76	\$253,784 76

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$6,800,000 00
Par value of shares, - - - - \$100 00	
No. of shares issued, - - - - 67,331	
Amount paid in on common, - - - -	\$6,733,100 00
Amount paid in on preferred, - - - -	Nothing.
Amount paid in on shares not issued (number —), - - - - 63,700 00	

Total amount paid in as per books of the Company, - \$6,796,800 00

Paid in per mile of road owned by Company,—miles, 413.94, - - - - \$16,419 77

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
Chicago & Michigan Lake Shore R. R. Co., first mortgage bonds on 128 9-10 miles of road, New Buffalo to Muskegon, Mich., issued September 1, 1889	8 per cent	Sept. 1, 1889 ..	Bank of Commerce, N. Y...	\$480,000 00
Grand Rapids, Newaygo & L. S. R. R. Co., first mortgage bonds on 36 miles of road, Grand Rapids, to Newaygo, Mich., July 1, 1871	8 per cent	July 1, 1891...	Union Trust Co., N. Y.....	576,000 00
G. R., N. & L. S. R. R. Co., 2d division, first mortgage bonds, on 10 miles of road, Newaygo to White Cloud, June 1, 1875	7 per cent	June 1, 1905...	Union Trust Co., N. Y.....	24,000 00
C. & W. M. R'y mortgage on 413 94-100 miles of consolidated line, subject to the above mortgages, December 1, 1881	5 per cent	Dec. 1, 1921...	Co.'s office, Boston	2,940,000 00
Total funded debt				\$4,020,000 00

UNFUNDED DEBT.

For What Incurred.	Is the same to be Funded, or how Liquidated.	Amount.
For construction .....	.....	.....
For equipment .....	.....	.....
For real estate .....	.....	.....
For renewals .....	.....	.....
For miscellaneous	To be paid from earnings	\$1,344 76
For current balances	To be paid from earnings	220,059 79
Total unfunded debt		\$221,404 55

RECAPITULATION.

Total funded debt, - - - - -	\$4,020,000 00
Total unfunded debt, - - - - -	221,404 55
Total debt liabilities, - - - - -	\$4,241,404 55
Amount of debt liabilities per mile of road—413.94 miles, -	10,246 42
Total amount of stock and debt, - - - - -	11,038,204 55
Stock and debt per mile of road, - - - - -	26,666 19

GENERAL BALANCE SHEET.—Dr.

Construction account, - - - - -	\$9,178,775 62
Equipment account, - - - - -	1,136,711 19

Other investments (specifying same):

C. & W. M. Ry. Co. stock, - - -	\$582,992 13	
Muskegon Railway Co. stock, - - -	23,100 00	
Muskegon Lake R. R. Co. stock, - - -	33,600 00	
		<u>\$639,692 31</u>

Cash items:

Cash, - - - - -	\$36,599 73	
Bills receivable - - - - -	82,036 28	
Due from agents, - - - - -	9,706 17	
		<u>128,342 18</u>

Other assets:

Materials and supplies, - - - - -	\$71,078 90	
Debit balances from companies and individuals, - - - - -	100,774 33	
		<u>171,853 23</u>

Total, - - - - -		<u>\$11,255,374 35</u>
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GENERAL BALANCE SHEET,—CR.

Capital stock, - - - - -	\$6,796,800 00
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Funded debt:

C. & W. M. Ry. Co., 5 % bonds, - - -	\$2,940,000 00	
C. & M. L. S. R. R. Co., 8 % bonds, - - -	480,000 00	
G. R. N. & L. S. R. R. Co., 8 % bonds, - - -	576,000 00	
G. R., N. & L. S. R. R. Co., 2d division, 7 % bonds - - - - -	24,000 00	
		<u>4,020,000 00</u>

Unfunded debt:

Interest unpaid:

Not due, - - - - -	\$48,230 00	
Bond coupons not presented, - - - - -	6,275 00	
Dividends unpaid, - - - - -	20 00	
Vouchers and accounts, - - - - -	166,483 94	
Other liabilities, - - - - -	395 61	
		<u>221,404 55</u>

Profit and loss, or income accounts, - - - - -	<u>217,169 80</u>
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Total, - - - - -	<u>\$11,255,374 35</u>
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COST OF ROAD AND EQUIPMENT.

Purchased by Present Company.

When purchased,—October 1, 1881.

Original cost to present Company, of road and equipment, -	\$8,578,430 84
Amount expended since purchase, account of construction, -	1,141,332 54
Amount expended since purchase, account of equipment, -	595,723 43
Total cost to date of report, - - - - -	10,315,486 81
Proportion of cost for Michigan, - - - - -	9,456,735 12

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

MAIN LINE.

Right of way, - - - - -	\$3,406 45
Bridges, culverts and cattle guards, - - - - -	15,008 36
Extensions, - - - - -	687 97
New buildings, - - - - -	15,423 93
New fences, - - - - -	12,286 80
Machinery and tools, - - - - -	2,457 56
New cars, - - - - -	138,472 90
Total charges to property account as above, - - - - -	<u>\$187,743 97</u>
Property sold and credited, - - - - -	2,262 08
Net addition to property account, - - - - -	<u>\$185,481 89</u>

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches:

Local fares, - - - - -	\$443,580 18
Through fares, - - - - -	6,434 74
Total passenger fares, - - - - -	<u>\$450,014 92</u>
Express and baggage, - - - - -	\$33,529 93
Mails, - - - - -	34,598 88
Total passenger earnings, - - - - -	<u>\$518,143 73</u>
Proportion for Michigan, - - - - -	\$475,008 90
Per train mile, - - - - -	0 81
Per mile of road, - - - - -	1,251 74

FREIGHT EARNINGS.

Main line and branches:

Local traffic, - - - - -	\$877,807 83
Through traffic, - - - - -	11,308 67
Total traffic, - - - - -	<u>\$889,116 50</u>
Miscellaneous freight earnings, - - - - -	1,321 04
Total freight earnings, - - - - -	<u>\$890,437 54</u>

Proportion for Michigan, - - - -	\$816,309 70	
Per train mile, - - - -	1 56	
Per mile of road, - - - -	2,151 13	
		<hr/>
Total transportation earnings, - - - -		\$1,408,581 27
Transportation earnings per mile of road, - - - -	\$3,402 86	
Transportation earnings per train mile, - - - -	1 17	
Miscellaneous receipts from operating account, other than for transportation, as follows:		
From other sources, - - - -		5,441 42
		<hr/>
Total earnings from operation of road, - - - -		\$1,414,022 69
Total earnings per mile of road, - - - -	\$3,416 01	
Total earnings per train mile, - - - -	1 17	
Proportion of taxable earnings for Michigan, - - - -	1,296,307 03	
Total taxable earnings per mile of road in Michigan, - - - -	3,416 01	
Income other than from earnings, - - - -		12,047 81
		<hr/>
Total income from all sources, - - - -		\$1,426,070 50
Proportion of income for Michigan, - - - -		1,307,351 87

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track,	-	-	-	-	-	-	\$139,180	67
Renewals of rails,	-	-	-	-	-	-	32,465	88
Renewals of ties,	-	-	-	-	-	-	30,162	50
Repairs of bridges, including culverts and cattle guards,	-	-	-	-	-	-	24,500	68
Repairs of fences, road crossings, and signs,	-	-	-	-	-	-	8,279	36
Repairs of buildings,	-	-	-	-	-	-	22,215	55
							<hr/>	
Total,	-	-	-	-	-	-	\$256,804	64

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives,	-	-	-	-	-	-	\$77,329	17
Repairs of passenger cars,	-	-	-	-	-	-	60,469	42
Repairs of freight cars,	-	-	-	-	-	-	100,296	36
							<hr/>	
Total,	-	-	-	-	-	-	\$238,094	95

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - -	\$115,277 75
Water supply, - - - -	7,242 51
Oil and waste, - - - -	10,113 45

Locomotive service, - - - - -	\$96,503 79
Passenger train service, - - - - -	31,274 44
Passenger train supplies, - - - - -	2,588 33
Mileage of passenger cars, - - - - -	6,730 54
Freight train service, - - - - -	45,929 75
Freight train supplies, - - - - -	744 31
Mileage of freight cars, - - - - -	13,848 09
Telegraph expenses (maintenance and operating), - - - - -	24,582 66
Damage and loss of freight and baggage, - - - - -	981 82
Damages to property and cattle, - - - - -	2,291 17
Personal injuries, - - - - -	5,940 59
Agents and station service, - - - - -	91,751 02
Station supplies, - - - - -	5,235 71
Total, - - - - -	\$461,035 93

CLASS 4.—General Expenses.

Salaries of the general officers of the Company, - - - - -	\$28,683 25
Salaries of clerks in general offices, - - - - -	28,228 22
Law expenses, - - - - -	5,158 67
Insurance, - - - - -	5,841 15
Stationery and printing, - - - - -	12,059 87
Outside agencies and advertising, - - - - -	4,653 76
Contingencies, less \$6,427.62, - - - - -	
Taxes, - - - - -	30,496 50
Total, - - - - -	\$108,693 80

RECAPITULATION OF EXPENSES.

	Per Cent Of Expenses.	
Maintenance of way and buildings, - - - - -	24.12	\$256,804 64
Maintenance of motive power and cars, - - - - -	22.36	238,094 95
Conducting transportation, - - - - -	43.31	461,035 93
General expenses, including taxes, - - - - -	10.21	108,693 80
Total operating expenses and taxes, - - - - -	100.00	\$1,064,629 32
Operating expenses and taxes per mile of road, - - - - -	\$2,571 94	
Operating expenses and taxes per train mile run, for trains earning revenue, 1,207,681 miles, - - - - -	88	
Proportion of operating expenses and taxes for Michigan—main line, - - - - -	\$976,000 23	
Total proportion of expenses for Michigan, - - - - -		\$976,000 23
Percentage of expenses to earnings, - - - - -	75.29	
Net earnings per mile of road, - - - - -	\$844 07	
Net earnings per train mile,—1,207,681 miles, - - - - -	29	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
December 3, 1883.
From Grand Rapids, Mich , to LaCrosse, Indiana.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michígan:		
From Michigan and Indiana State Line to Pentwater, Mich., - - - - -	174 28	
In Indiana:		
From Michigan & Indiana State Line to LaCrosse, Ind.,	34 46	
Total length completed, - - - - -		208 74

BRANCHES.

From Holland to Allegan, - - - - -	23 00	
From Holland to White Cloud, - - - - -	70 00	
From Fruitport to Muskegon, - - - - -	10 00	
From Kirk's Junction to Fruitport, - - - - -	3 50	
From Muskegon to Port Sherman, - - - - -	6 00	
From Big Rapids Junction to Big Rapids, - - - - -	51 63	
From Mears to Hart, - - - - -	3 30	
From White Cloud to West Troy, - - - - -	17 86	
From West Troy Junction to Baldwin, - - - - -	12 00	
From Lilley Junction to Sisson's Mill, - - - - -	2 37	
Woodville Logging Road, - - - - -	5 54	
Total length of branches owned by Company, - - - - -		205 20
Total length of branches owned by Company in Mich- gan, - - - - -		205 20
Total length of road belonging to this Company, - - - - -		413 94
Total length of road belonging to this Company in Michigan, - - - - -	379 48	
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated, - - - - -	95 31	
Aggregate length of tracks in Michigan belonging to this Company, computed as single track, - - - - -		474 79
Gauge of track, 4 feet 8½ inches.		
Total miles operated by the Company, - - - - -	413 94	379 48

Total Miles. In Michigan.

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of,	10; aggregate length, feet,	1,312
Iron bridges, number of, -	1; aggregate length, feet,	215

Combination bridges, number of,	2; aggregate length, feet,	1,121
Wooden trestles, number of,	180; aggregate length, feet,	22,627
Total,	193; - - - - -	25,275

Draw Bridges in Michigan.

How many on your line?	6
Where located, when built, and length of draw span:	
1. St. Joseph, 2 draws, each 71 feet.	142
2. Benton Harbor, 1 draw,	42
3. New Richmond, 1 draw,	60
4. Muskegon, 1 draw,	43
5. Montague, 1 draw,	43
6. Grand Rapids, revolving,	162
Character of structure:	
1, 2, 3, 4, and 5, jackknife draw; 6, double-ended draw.	
Material of which constructed:	
1, 2, 3, 4, and 5, timber; 6, combination.	
Height above water, and depth of water under bridge:	
1, 18 feet; 2, 12 feet; 3, 16 feet, 20 feet; 4, 6 feet; 5, 9 feet; 6, 13 feet.	
How swung, by engine or hand power?	
By hand power.	
Approaches, straight or curved?	
1, 3, and 4, curved; 2, straight; 5 and 6 curved at one end.	
Do you require all trains to come to a full stop before crossing draw, and how are they signaled?	
Yes; and flagged by watchman to proceed 4 miles per hour.	

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?	
Kalamazoo & South Haven R. R., at Grand Junction.	
Lake Shore & Michigan Southern R. R., near Grandville.	
Grand Rapids & Indiana R. R., at and near Grand Rapids.	
Detroit, Grand Haven & Milwaukee R. R., at Grand Rapids.	
Toledo, Saginaw & Muskegon R. R., at Sparta.	
Toledo, Saginaw & Muskegon R. R., near Muskegon.	
Muskegon, Grand Rapids & Indiana R. R., near Muskegon (twice).	
Toledo & South Haven R. R., at Hartford.	
*What railroads cross your road either over or under your grade in this State, and where?	
Under grade:	
Michigan Central R. R., at 1½ miles south of New Buffalo.	
At what crossings are interlocking and derailing switches in operation?	
Hartford.	
What pattern or patterns have you adopted for use?	
Allentown.	
Number of crossings of highways at grade in this State,	470

* C. & W. M. R'y Co. uses D. G. H. & M. track between Grand Haven and Ferrysburg.

Number of crossings of highways at grade in this State, at which there are gates or flagmen, - - - - -	23
Number of crossings at which there are electric or automatic signals, - - - - -	2
What pattern or patterns in use? Pneumatic Gate Company; Railroad Switch Signal & Gate Company, Chicago.	
Number of crossings of highways over or under railroad (over, 9; under, 11), - - - - -	20
Number of highway bridges, 18 feet above track, -	7
Number of highway bridges, less than 18 feet above track, -	1
Have safety-guards been erected at over-head obstructions? -	Yes.
Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883? - - - - -	Yes.
How are they treated? They are blocked with wood, and have a general inspection monthly.	

Stations.

Number of stations on whole line, - - - - -	118
Same in Michigan, - - - - -	112

Employés.

Number of persons regularly employed on all roads operated by Company, including officials, - - - - -	1,319
Same in Michigan, - - - - -	1,280
Classify your employés as per following list:	

	Number.
Baggagemen, - - - - -	13
Brakemen, - - - - -	87
Conductors, - - - - -	44
Engineers, - - - - -	53
Firemen, - - - - -	58
Laborers, - - - - -	523
Shopmen, - - - - -	188
Yardmen, - - - - -	30
Others, - - - - -	323

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you? - - - - -	689
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed:	
Oceana, Newaygo, and Lake, - - - - -	69
Total miles, - - - - -	69

Road Bed and Track.

Number of track sections in Michigan,	-	-	-	-	73
Average length of sections (miles),	-	-	-	-	5.5
Average number of men in each section gang,	-	-	-	-	3
Number of new ties put in whole line during the year,	-	-	-	-	193,260
Number of new ties put in track in Michigan,	-	-	-	-	184,069
Average number of new ties per mile of road,	-	-	-	-	467
New rails put in track:					
Steel [tons 1,000] miles,	-	-	-	-	11
Total miles of track laid with new rails,	-	-	-	-	11

Bridges and Culverts.

Amount of trestle work replaced with earth during the year (linear feet),	-	-	-	-	2,461
Timber culverts replaced during the year,	-	-	-	-	24
With iron pipe—number,	-	-	-	-	17
With sewer pipe,—number,	-	-	-	-	6
With timber,—number,	-	-	-	-	1
New bridges built during the year,—number,	-	-	-	-	8

Location.	Kind.	Material.	Month Built.	Feet in Length.
Hudsonville (two).....	Pile	Timber.....	April, 120 ft., 80 ft.	150
Hartford (two).....	Pile	Timber.....	July 204 ft., 150 ft.	414
Riverside.....	Pile, Howe truss....	Timber.....	September	250
L. S. & M. S. R'y Crossing..	Pile	Timber.....	October	45
Twin Lake.....	Pile	Timber.....	November	120
Near Newaygo.....	Overhead.....	Timber.....	August.....	150

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of more than 30 tons weight, exclusive of tender,	33	\$99,000 00
Number of locomotives of 20 to 30 tons weight, exclusive of tender,	12	30,000 00
Number of locomotives of 10 to 20 tons weight, exclusive of tender,	2	2,000 00
Total,	47	131,000 00
Number of passenger cars—8-wheel, including official cars,	39	78,000 00
Number of express and baggage cars,	22	22,000 00
Number of box freight cars,	793	178,425 00

	Number.	Present Estimated Value.
Number of stock cars, - - - - -	5	\$1,000 00
Number of platform cars, - - - - -	1,004	150,600 00
Number of conductor's way cars, - - - - -	21	4,200 00
Other cars as follows:		
Log cars, 17; tool cars, 2; pile driver, 1; snow plows, 4; excavators, 2; boarding cars, 4; painters' car, 1; carpenters' car, 1; W. M. E. & L. L., *200, - - - - -	232	55,350 00
Total, - - - - -	2,116	\$620,575 00

Number of locomotives equipped with power brakes, - - - - -	33	
Number of passenger-train cars equipped with power brakes, - - - - -	52	
What patterns of power brakes have you in use, and number of locomotives and cars with each?		
Westinghouse air:		
Locomotives, - - - - -	23	
Cars, - - - - -	52	
American steam:		
Locomotives, - - - - -		10

Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885?
Yes.
What pattern or patterns have you adopted for use?
Using the "Cowell" coupler. Have not adopted any pattern as standard.

MILEAGE, TRAFFIC, ETC.

Train Mileage.

Miles run by passenger trains during the year, - - -	638,198
Miles run by freight trains during the year, - - -	569,483
Total mileage of trains earning revenue, - - -	1,207,681

Passenger Traffic.

	Numbers and Quantities.	Miles.
Number of through passengers carried, -	3,962	
Number of local passengers carried, -	581,249	
Total number of passengers carried, -	585,211	
Total passenger mileage, or passengers carried one mile,	17,385,053	
Average distance traveled by each passenger, -	29.71	

* These West Michigan Equipment Co. & Lumber Line cars are operated by the C. & W. M. Rail-way Co., under a lease.

	Rate.
Average amount received from each passenger, - - -	\$0 77.99
Average rate of fare per mile for through passengers, - - -	02.20
Average rate of fare per mile for local passengers, - - -	02.63
Average rate of fare per mile for all passengers, - - -	02.62

Freight Traffic.

Number of tons of through freight carried, - - -	8,230
Number of tons of local freight carried, - - -	907,833
Total tons of freight carried, - - -	916,063
Total mileage of through freight, - - -	942,850
Total mileage of local freight, - - -	61,312,915
Total freight mileage, or tons carried one mile, - - -	62,255,765
Average ton haul for through freight, - - -	114.56
Average ton haul for local freight, - - -	67.54
Average ton haul for all freight, - - -	67.96
Average amount received for each ton haul, - - -	97.06
Average rate per ton per mile, received for through freight, - - -	01.200
Average rate per ton per mile, received for local freight, - - -	01.432
Average rate per ton per mile, received for all freight, - - -	01.428

Freight Forwarded at Michigan Stations.

	Forwarded, Tons.
Grain, - - - - -	27,892
Flour, - - - - -	9,878
Provisions (beef, pork, lard, etc.), - - - - -	1,119
Animals, - - - - -	3,909
Other agricultural products, - - - - -	15,777
Lumber and forest products, - - - - -	549,569
Coal, - - - - -	33,164
Plaster, lime and cement, - - - - -	18,415
Pig and bloom iron, - - - - -	63,256
Stone, brick and sand, - - - - -	21,391
Merchandise and other articles not enumerated above, - - - - -	120,228
Total forwarded, - - - - -	864,598

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain, - - - - -	30,998	3.39
Flour, - - - - -	10,416	1.14
Provisions (beef, pork, lard, etc.), - - - - -	1,133	12
Animals, - - - - -	3,967	43
Other agricultural products, - - - - -	18,977	2.07
Lumber and forest products, - - - - -	551,903	60.25

	Tons.	Per Cent.
Coal, - - - - -	65,456	7.15
Plaster, lime and cement, - - - - -	18,732	2.04
Pig and bloom iron, - - - - -	63,854	6.97
Stone, brick and sand, - - - - -	21,899	2.39
Merchandise and other articles not enumerated above, - - - - -	128,728	14.05
Total tons carried, - - - - -	916,063	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

The American Express Company.

Pays seven cents per ton per mile for all freight it carries over the line, except for small fruits, which are carried at an agreed rate. The messengers are carried free.

It does a general express business and takes its own freight at the Railway Company's Depots.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?

Six hundred and one miles. Western Union Telegraph Co.

TRANSPORTATION COMPANIES.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other than the exclusive property of your own or some other railroad company have been in use on your road, in the State of Michigan, during the year, on what terms respectively, and if rented by you or allowed mileage between local points in this State, the amount paid for the use of such cars during the period under report?

Pullman's Palace Car Co., Chicago, Ill., - - - - -	\$4,021 11
New York Central Sleeping Car Co., New York, N. Y., - - - - -	1,284 14

Fast Freight Lines.

To what fast freight lines or other transportation companies, running cars upon your road, not the exclusive property of any railroad company paying taxes in this State upon its gross receipts, have you paid car mileage or car rentals, for the use of such cars, while in use for traffic between local points in this State, and what was the amount of such car rental or mileage paid?

Atlanta Stone, Coal and Lumber Co., Atlanta, Ga.,	-	-	\$7 74
American Refrigerator Transit Co., St. Louis, Mo.,	-	-	7 74
Anglo-American Provision Co., Chicago, Ill.,	-	-	8 63
Armour Refrigerator Line, Chicago, Ill.,	-	-	1 77
Bousfield & Co., Bay City, Mich.,	-	-	3
*Blue Line, Rochester, N. Y.,	-	-	2,728 14
*Columbus & Hocking Coal and Iron Co., Columbus O.,	-	-	1 39
Cupples, Sam'l, Wooden Ware Co., Grand Rapids, Mich.,	-	-	40 71
Cutler & Savidge Lumber Co., Indianapolis, Ind.,	-	-	11 89
*Canada Southern Line, Rochester, N. Y.,	-	-	1,134 82
*Erie Despatch, Indianapolis, Ind.,	-	-	65 58
*Empire Line, Philadelphia, Pa.,	-	-	33 93
Frazer Lubricating Co., Chicago, Ill.,	-	-	10 65
*Great Eastern Line, Montreal, Can.,	-	-	76 45
Hilt, J., Lake Ice Co., Indianapolis, Ind.,	-	-	26 43
Kilbourn, Silas & Co., Grand Haven, Mich.,	-	-	89 65
*Lackawanna Line, Buffalo, N. Y.,	-	-	2 59
*Merchants' Despatch Trans. Co., New York, N. Y.,	-	-	1,110 88
Morris, Edward, Refrigerator Line, Chicago, Ill.,	-	-	3 59
*Midland Line, Buffalo, N. Y.,	-	-	65 23
*Nickel Plate Line, Rochester, N. Y.,	-	-	24 43
Parker, D. W., Kalamazoo, Mich.,	-	-	22 71
*Pittsburgh & Toledo Despatch, Allegheny, Pa.,	-	-	44 05
*National Despatch Line, St. Albans, Vt.,	-	-	85 30
Rend, W. P. & Co., Chicago, Ill.,	-	-	5 98
*Red Line, Buffalo, N. Y.,	-	-	450 82
Standard Oil Co., New York, N. Y.,	-	-	10 16
Swift, Refrigerator Trans. Co., Chicago, Ill.,	-	-	47 80
United States Trans. Co., Chicago, Ill.,	-	-	2 67
*Union Line, Pittsburg, Pa.,	-	-	519 33
Walker, E. C., Detroit, Mich.,	-	-	87
West Michigan Equipment Co. and L. Line, Muskegon Mich.,	-	-	2,813 39
*White Line, Buffalo, N. Y.,	-	-	115 42

The West Michigan Equipment Co. & Lumber Line cars are operated by the C. & W. M. Ry. Co., under a lease.

Do not know whether lines of cars marked with an asterisk are owned by railroad companies or by private individuals.

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

April 29. Unknown man, trespasser, Turnbolls, intoxicated; Company exonerated.

June 20. Philip McGuire, trespasser, on bridge, Benton Harbor, intoxicated.

July 9. George Stoneman, Indian trapper, Sweet's, lying on track; intoxicated.

Sept. 29. Chester L. Hilton, brakeman, White Cloud, coupling, stubbed his toe; company exonerated.

November 2. Edward J. Goose, trespasser, Lilley Junction, found upon track dead, thought to have committed suicide.

December 19. J. Carpenter, trespasser, Park City, running ahead of train.

December 23. James Arthurs, farmer, trespasser, Stevensville, walking on track; Company exonerated.

INJURED.

May 9. H. F. Burtch, William Franklin, Mrs. Jennie Tuttle, passengers, Grand Rapids, collision; carelessness of switchman.

May 19. John Fox, switchman, Muskegon, coupling; carelessness.

May 19. Lubbert Zanburg, farmer, Jenisonville, crossing track with team; carelessness.

June 22. John Sullivan, switchman, Muskegon, coupling; carelessness.

July 5. S. D. Marshall, trespasser, New Richmond, struck by train; carelessness.

July 8. Henry Fox, Indian trapper, Sweet's, struck by train; intoxicated.

August 4. Richard Wren, conductor, Mears, walking in front of engine; purely accidental.

October 10. Isaac Vandenberg, trespasser, Muskegon, child, stealing ride.

November 22. William Beckman, switchman, Muskegon, coupling; carelessness.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accident.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions				3		
Coupling cars		1			3	
Derailments						
Falling from trains						
Frogs						
Getting on and off trains						
Highway crossings						1
Miscellaneous					1	
Overhead obstructions						
Trespassers on trains						1
Trespassers on tracks			6			2
Total		1	6	3	4	4

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year,	-	-	-	-	7
Number of persons injured during the year,	-	-	-	-	11
Number of casualties purely accidental,	-	-	-	-	2
Number resulting from lack of caution, carelessness, or misconduct,					9
Persons killed or injured while intoxicated,	-	-	-	-	4
Trespassers and tramps killed or injured,	-	-	-	-	8
Suicides,	-	-	-	-	1

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employees.	Killed.	Injured.	Total.
Baggagemen.....			
Brakemen	1		1
Conductors		1	1
Engineers.....			
Firemen.....			
Laborers.....			
Shopmen.....			
Yardmen.....		3	3
Not classified above.....			
Total.....	1	4	5

STATE OF MICHIGAN, }
COUNTY OF MUSKEGON, } ss.

John B. Mulliken, Vice President and General Manager, and U. B. Rogers, Auditor of the Chicago & West Michigan Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

J. B. MULLIKEN.

U. B. ROGERS.

Subscribed and sworn to before me this 5th day of April, A. D. 1888.

THOMAS C. CLARKE,

Notary Public.

ANNUAL REPORT
OF THE
LAKE SHORE & MICHIGAN SOUTHERN RAILWAY
COMPANY,

For the Year ending December 31, 1887.

[Filed April 11, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, JOHN NEWELL, Cleveland, Ohio.

Vice President and Secretary, E. D. WORCESTER, New York.

Auditor, C. P. LELAND, Cleveland, Ohio.

Treasurer, E. D. WORCESTER, New York.

General Manager, JOHN NEWELL, Cleveland, Ohio.

General Superintendent, P. P. WRIGHT, Cleveland, Ohio.

Assistant General Manager, E. GALLUP, Cleveland, Ohio.

Division Superintendents:

T. J. CHARLESWORTH, Toledo, Ohio.

S. S. HAND, Detroit, Mich.

W. H. CANNIFF, Hillsdale, Mich.

T. F. WHITTELSEY, Kalamazoo, Mich.

Chief Engineer, JOS. O. OSGOOD, Cleveland, Ohio.

Superintendent of Telegraph, WM. KLINE, Toledo, Ohio.

Local Treasurer, N. BARTLETT, Cleveland, Ohio.

General Passenger Agent, A. J. SMITH, Cleveland, Ohio.

General Freight Agent, J. T. R. McKAY, Cleveland, Ohio.

Attorney, GEO. C. GREENE, Cleveland, Ohio.

DIRECTORS.

W. K. VANDERBILT, New York city.

Term expires May, 1888.

C. VANDERBILT, New York city.

Term expires May, 1890.

F. W. VANDERBILT, New York city.
Term expires May, 1889.
SAMUEL F. BARGER, New York city.
Term expires May, 1888.
JOHN E. BURRILL, New York city.
Term expires May, 1889.
DARIUS O. MILLS, New York city.
Term expires, May, 1890.
E. D. WORCESTER, New York city.
Term expires May, 1889.
WM. L. SCOTT, Erie, Pa.
Term expires May, 1890.
CHAS. M. REED, Erie, Pa.
Term expires May, 1888.
RASSELAS BROWN, Warren, Pa.
Term expires May, 1890.
JOHN NEWELL, Cleveland, Ohio.
Term expires May, 1889.
JEPHTHA H. WADE, Cleveland, Ohio.
Term expires May, 1888.
JOHN DEKOVEN, Chicago, Ill,
Term expires May, 1889.

STOCKHOLDERS, STOCK, AND GENERAL OFFICES.

When chartered or articles of association filed,—1846.

Number of stockholders at date of last election, - - - - -	8,788
Number of stockholders in Michigan at same date - - - - -	80
Amount of full paid stock held in Michigan at same date, - - - - -	408
Date of annual meeting of stockholders,—First Wednesday in May.	
Fiscal year of Company ends December 31.	
General offices of the Company are located at Cleveland, Ohio.	

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$18,710,963 15
Total expenses, including taxes, - - - - -	\$11,029,798 17	
Net income, - - - - -	- - - - -	\$7,681,164 98
Interest on funded debt, - - - - -	\$3,276,140 00	
Interest on guaranteed stock, - - - - -	53,350 00	
Rentals of six branch roads, - - - - -	449,313 45	
	3,778,803 45	

	DEBIT.	CREDIT.
Balance applicable to dividends,	-	\$3,902,361 53
Dividends declared (4 per cent), semi-annual,		
2 per cent each,	1,978,660 00	
Balance for the year,	-	1,923,701 53
Balance (profit and loss) last year,	-	8,033,770 98
Items not included in above, as follows:		
Interest, dividends, etc.,	-	129,999 52
Balance forward to next year,	10,087,472 03	
	\$10,087,472 03	\$10,087,472 03

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	\$50,000,000 00
Par value of shares,	\$100 00
No. of shares issued,	500,000
Amount paid in on common,	\$49,466,500 00
Amount paid in on guaranteed,	533,500 00

Total amount paid in, as per books of the Company, 50,000,000 00

Paid in per mile of road owned by Com-pany,—miles, 864.87, \$57,812 16

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Amount Outstanding.
L. S. & M. S. consolidated first mortgage, July 1, 1870.....	7 per cent.	July 1, 1900.	\$15,690,000 00
L. S. Railway dividend, April 1, 1899.....	7 per cent.	April 1, 1899.	1,356,000 00
Cleveland, Painesville & Ashtabula third mortgage, Oct. 1, 1867.....	7 per cent.	Oct. 1, 1892.	920,000 00
Buffalo, & Erie mortgage, April 1, 1868.....	7 per cent.	April 1, 1898.	2,784,000 00
L. S. & M. S. consolidated 2d mortgage, Dec. 1, 1878.....	7 per cent.	Dec. 1, 1903	24,692,000 00
Total funded debt L. S. & M. S. R'y proper			\$45,442,000 00
Det. M. & T. first mortgage, August 1, 1876.....	7 per cent.	Aug. 1, 1903.	\$924,000 00
Kal. & White Pigeon, first mortgage, Sept. 1, 1869	7 per cent.	Jan. 1, 1890.	400,000 00
Total funded debt.....			\$46,766,000 00

Cash, - - - - -	\$2,604,482 14	
Due from agents, - - - - -	936,236 96	
	<hr/>	\$3,540,719 10
Other assets:		
Materials and supplies, - - - - -	\$604,594 70	
Debit balance from companies and individuals, - - - - -	276,605 63	
General office property, etc., - - - - -	353,652 19	
	<hr/>	1,234,852 52
Total, - - - - -		<hr/> \$108,780,946 41

GENERAL BALANCE SHEET,—Cr.

Capital stock, - - - - -	\$50,000,000 00
Funded debt:	
Lake Shore & Michigan Southern Railway, \$45 442,000 00	
Detroit, Monroe & Toledo Railroad, - 924,000 00	
White Pigeon & Kalamazoo, - 400,000 00	
	<hr/> 46,766,000 00
Unfunded debt:	
Dividends unpaid:	
Five per cent guaranteed stock, - 26,675 00	
Two per cent dividend, No. 38, - 989,330 00	
Vouchers and accounts, - 911,469 38	
	<hr/> 1,927,474 38
Profit and loss, - - - - -	10,087,472 03
	<hr/>
Total, - - - - -	\$108,780,946 41

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment, - - -	\$84,000,000 00
Average cost per mile of road (not including sidings),—	
864.87 miles, - - - - -	90,032 44
Proportion of cost for Michigan, - - - - -	21,047,902 49

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Roads.	Local Fares.	Through Fares.	Total Passenger Fares.	Express and Baggage.	Mails.	Total.	Proportion for Michigan.	Per Train Mile.	Per Mile of Road.
Main line and branches.....	\$3,083,626 71	\$1,209,235 25	\$4,292,861 96	\$440,509 22	\$740,077 09	\$5,473,438 27	\$886,549 19	.....	\$5,708 45
<i>Leased or Proprietary Roads.</i>									
Detroit, Monroe and Toledo.....	115,380 14	.....	115,380 14	8,839 45	10,709 80	134,929 39	118,290 57	.....	2,163 72
Detroit, Hillsdale & Southwestern.....	16,996 09	.....	16,996 09	1,379 60	3,294 04	21,669 73	21,669 73	.....	332 36
Ft. Wayne & Jackson.....	81,214 58	.....	81,214 58	4,339 20	6,898 12	92,451 90	42,091 64	.....	945 03
Northern Central Michigan.....	43,387 61	.....	43,387 61	1,502 81	3,214 96	48,105 38	48,105 38	.....	786 81
Kalamazoo & White Pigeon.....	38,811 87	.....	38,811 87	3,276 09	4,426 59	46,514 55	46,514 55	.....	1,271 93
Kalamazoo, Allegan, & Grand Rapids.....	62,001 34	.....	62,001 34	5,134 91	6,938 21	74,074 46	74,074 46	.....	1,267 96
Total passenger earnings.....	\$3,441,418 35	\$1,209,235 25	\$4,650,653 59	\$464,981 23	\$775,548 81	\$5,891,183 68	\$1,247,295 52	\$1 74.7	\$4,385 43

ANALYSIS OF EARNINGS.—Continued.

FREIGHT EARNINGS.

Roads.	Local Traffic.	Through Traffic.	Total Traffic.	Total.	Proportion for Michigan.	Per Train Mile.	Per Mile of Road.
Main line and branches	\$3,533,623 01	\$3,286,188 47	\$11,819,811 48	\$11,819,811 48	\$2,473,256 59	.....	\$12,327 32
Leased or Proprietary Roads.							
Detroit, Monroe and Toledo Railroad	392,608 32	.....	392,608 32	392,608 32	344,194 32	.....	6,478 75
Detroit, Hillsdale and Southwestern	16,978 00	.....	16,978 00	16,978 00	16,978 00	.....	280 32
Ft. Wayne & Jackson	122,430 09	.....	122,430 09	122,430 09	55,706 94	.....	1,350 71
Northern Central Michigan	60,215 38	.....	60,215 38	60,215 38	60,215 38	.....	984 88
Kalamazoo & White Pigeon	57,071 69	.....	57,071 69	57,071 69	57,071 69	.....	1,560 61
Kalamazoo, Allegan & Grand Rapids	78,813 29	.....	78,813 29	78,813 29	78,813 29	.....	1,349 08
Total freight earnings	\$9,261,734 78	\$3,286,188 47	\$12,547,923 25	\$12,547,923 25	\$3,068,203 80	\$1 86	\$9,362 03

Total transportation earnings,	-	-	-	-	-	\$18,439,106	93
Transportation earnings per mile of road,—							
miles, 1,341.38,	-	-	-	-	-	\$13,746	37
Transportation earnings per train mile,	-					1	82
Miscellaneous receipts from operating account,							
other than for transportation, as follows:							
From rentals of tracks or terminals,	-	-				209,877	89
From other sources,	-	-	-	-	-	61,978	33
Total,	-	-	-	-	-	271,856	22
Total earnings from operation of road,	-	-				\$18,710,963	15
Total earnings per mile of road,	-	-				\$13,949	04
Total earnings per train mile,	-	-				1	85
Earnings for Michigan:							
L. S. & M. S. Ry.,	-	-	-	-	-	\$3,369,805	78
Det., Mon. & Tol.,	-	-	-	-	-	462,483	76
Det., Hillsdale & Southwestern,	-	-				38,642	73
Ft. Wayne & Jackson,	-	-	-	-	-	97,831	38
Northern Central Michigan,	-	-	-	-	-	108,320	76
Kalamazoo & White Pigeon,	-	-	-	-	-	103,586	24
Kalamazoo, Allegan & Grand Rapids,	-					152,887	75
Total,	-	-	-	-	-	\$4,333,558	40
Proportion of taxable earnings for Michigan,						963,752	62
Total taxable earnings per mile of road in							
Michigan,	-	-	-	-	-	2,695	06
Interest, dividends, etc.,	-	-	-	-	-		129,999 52
Total income from all sources,	-	-	-	-	-	\$18,840,962	67
Proportion of income for Michigan,	-	-	-	-	-	4,333,558	40

ANALYSIS OF EXPENSES.

CLASS 1.—Maintenance of Way and Buildings.

Repairs of roadway and track,	-	-	-	-	-	\$1,050,461	46
Renewals of rails,	-	-	-	-	-	204,293	61
Renewals of ties,	-	-	-	-	-	283,202	28
Repairs of bridges, including culverts and cattle guards,	-					164,304	72
Repairs of fences, road crossings, and signs,	-	-				83,824	31
Repairs of buildings,	-	-	-	-	-	292,998	23
Total,	-	-	-	-	-	\$2,079,084	61

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives,	-	-	-	-	-	-	-	\$798,625	57
Repairs of passenger cars,	-	-	-	-	-	-	-	195,358	41
Repairs of freight cars,	-	-	-	-	-	-	-	1,001,028	73
Total,	-	-	-	-	-	-	-	\$1,995,012	71

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives,	-	-	-	-	-	-	-	\$736,274	84
Water supply,	-	-	-	-	-	-	-	51,921	08
Oil and waste,	-	-	-	-	-	-	-	77,556	49
Locomotive service,	-	-	-	-	-	-	-	1,026,943	13
Passenger train service,	-	-	-	-	-	-	-	261,830	56
Passenger train supplies,	-	-	-	-	-	-	-	23,075	86
Mileage of passenger cars,	-	-	-	-	-	-	-	39,640	85
Freight train service,	-	-	-	-	-	-	-	509,820	27
Freight train supplies,	-	-	-	-	-	-	-	15,185	87
Mileage of freight cars,	-	-	-	-	-	-	-	460,864	40
Telegraph expenses (maintenance and operating),	-	-	-	-	-	-	-	293,140	62
Damage and loss of freight and baggage,	-	-	-	-	-	-	-	34,919	49
Damages to property and cattle,	-	-	-	-	-	-	-	29,813	00
Personal injuries,	-	-	-	-	-	-	-	38,186	39
Agents and station service,	-	-	-	-	-	-	-	1,981,318	48
Station supplies,	-	-	-	-	-	-	-	62,859	22
Total,	-	-	-	-	-	-	-	\$5,643,350	55

CLASS 4.—*General Expenses.*

Salaries of the general officers of the company,	-	-	-	-	-	-	-	\$121,600	00
Salaries of clerks in general offices,	-	-	-	-	-	-	-	220,110	50
Law expenses,	-	-	-	-	-	-	-	47,756	25
Stationery and printing,	-	-	-	-	-	-	-	92,606	96
Outside agencies and advertising,	-	-	-	-	-	-	-	204,644	73
Contingencies, including rents payable (\$97,288.67),	-	-	-	-	-	-	-	149,354	68
Taxes,	-	-	-	-	-	-	-	476,256	88
Total,	-	-	-	-	-	-	-	\$1,312,350	30

RECAPITULATION OF EXPENSES.

			Per cent of Expenses.		
Maintenance of way and buildings,	-	-	18.85	\$2,079,084	61
Maintenance of motive power and cars,	-	-	18.09	1,995,012	71
Conducting transportation,	-	-	51.16	5,643,350	55
General expenses, including taxes,	-	-	11.90	1,312,350	30
Total operating expenses and taxes,	-	-	100.00	\$11,029,798	17

Operating expenses and taxes per mile of road,—1,341.38 miles,	\$8,222 72
Operating expenses and taxes per train mile run, for trains earning revenue,—10,114,129 miles,	1 09
Proportion of operating expenses and taxes for Michigan:	
Main line,	1,985,363 67

Leased or Proprietary Roads.

Detroit, Monroe & Toledo Railroad,	\$259,902 27
Detroit, Hillsdale & Southwestern Railroad,	47,557 12
Ft. Wayne & Jackson Railroad,	71,797 14
Northern Central Michigan Railroad,	58,795 91
Kalamazoo & White Pigeon Railroad,	52,278 19
Kal., Allegan & Grand Rapids Railroad,	82,718 37

Total proportion of expenses for Michigan, - - - \$2,558,412 67

Percentage of expenses to earnings,	58.95
Net earnings per mile of road,	\$5,726 32
Net earnings per train mile,	0 76

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:

From Monroe to Adrian, November 23, 1840.

From Adrian to Hudson, May 27, 1843.

From Hudson to Hillsdale, September 25, 1843.

From Hillsdale to Jonesville, September, 1850.

From Jonesville to Coldwater, December, 1850.

From Coldwater to Sturgis, March, 1851.

From Sturgis to White Pigeon, July, 1851.

From White Pigeon to South Bend, Ind., October 4, 1851.

From Tecumseh to Manchester, October 4, 1855.

From Manchester to Jackson, July, 1857.

MAIN LINE.

Miles. 100ths. Miles. 100ths.

In Michigan:

From State Line of Ohio and Michigan to State Line of Michigan and Indiana, - - - 115 95

In New York:

From Buffalo to State Line of New York and Pennsylvania, - - - 69 50

In Pennsylvania:

From State Line New York and Pennsylvania to State Lines Pennsylvania and Ohio, - - - 44 06

	Miles. 100ths.	Miles. 100ths.
In Ohio:		
From State Line Pennsylvania and Ohio to State Lines Ohio and Michigan, - - - - -	195 01	
In Indiana:		
From State Line Michigan and Indiana to State Lines Indiana and Illinois, - - - - -	101 95	
In Illinois:		
From State Line Indiana and Illinois to Chicago, -	14 02	
Total length completed, - - - - -	<u> </u>	540 49
Length of double track on main line:		
On Main Line, - - - - -	249 13	
On branches, - - - - -	17 11	
	<u> </u>	266 24

BRANCHES.

Sandusky, from Elyria Junction to Millbury Junction, via Sandusky, - - - - -	72 95	
Sandusky Pier, from Sandusky to old depot, Sandusky, -	3 72	
Air Line, from Air Line Junction to Elkhart, -	130 83	
Jackson, from Lenawee Junction to Jackson, -	41 98	
Monroe, from Lenawee Junction to Monroe, -	29 37	
Ashtabula Harbor, from Ashtabula Harbor to crossing of Main Line, - - - - -	2 33	
Ashtabula, from Ashtabula to Jamestown, -	35 98	
Dunkirk, from Junction with D. A. V. & P. R. R., at Dunkirk, - - - - -	1 50	
Detroit, from Air Line Junction to Detroit, -	62 36	
Kalamazoo, from White Pigeon to Kalamazoo, -	36 57	
Lansing, from Jonesville to North Lansing, -	61 14	
Total length of branches owned by Company, -	<u> </u>	478 73
Total length of branches owned by Company in Michigan, - - - - -	223 73	
Total length of road belonging to this Company, -	-	1,019 22
Total length of road belonging to this Company in Michigan, - - - - -	339 68	
Aggregate length in Michigan of sidings, spurs and other tracks not above enumerated, - - - - -	67 24	
Aggregate length of tracks in Michigan belonging to this Company, computed as single track, - - -	406 92	
Gauge of track, 4 feet 8½ inches.		

Proprietary or Leased Roads Operated by this Company.

Name, description, and length of each:	Total Miles. In Michigan.	
Kalamazoo, Allegan & Grand Rapids, from Kalamazoo to Grand Rapids, - - - - -	58 42	58 42
Detroit, Hillsdale & Southwestern from Ypsilanti to Banker's, - - - - -	65 20	65 20
Fort Wayne & Jackson, from Fort Wayne to Jackson, Jamestown and Franklin, from Jamestown to Oil City, - - - - -	97 83	44 54
Mahoning Coal, from Andover to Youngstown, including 3 coal branches, - - - - -	50 91	
Mahoning & Shenango Valley, from Doughton Junction to State Line Ohio and Pennsylvania, - - -	42 06	
Shenango Valley, from State Line Ohio and Pennsylvania to north line of Sharon, - - - - -	5 97	
	1 77	
Total, - - - - -	322 16	168 16
Total miles operated by the Company, - - - - -	1,341 38	507 84

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of,	30; aggregate length, feet,	3,943
Stone bridges, number of,	None; aggregate length, feet,	----
Iron bridges, number of, -	3; aggregate length, feet,	222
Combination bridges, number of,	1; aggregate length, feet,	305
Wooden trestles, number of,	57; aggregate length, feet,	9,345
Total, - - - - -	91; - - - - -	13,815

Draw Bridges in Michigan.

How many on your line? - - - - - 1

Where located, when built, and length of draw span :
At Grand Rapids. Built in 1880. Length, 170 feet.

Character of structure :
Howe truss.

Material of which constructed :
Wood and iron.

Height above water, and depth of water under bridge :
From 2 feet to 24 feet.

How swung, by engine or hand power?
Hand power.

Approaches, straight or curved ?
Straight.

Do you require all trains to come to full stop before crossing draw, and how are they signaled?
Yes. Target.

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?

Detroit, Butler & St. Louis R. R., at Adrian and Raisin Center.

Michigan Central R. R., near Jackson.

Toledo, Ann Arbor & North Michigan R. R., near Petersburg.

Chicago & Canada Southern R. R., at Deerfield & Grosvenor.

Detroit, Hillsdale & Southwestern R. R., at Manchester.

Michigan & Ohio R. R., at Tecumseh.

Grand Rapids & Indiana R. R., at Sturgis.

Chicago & Canada Southern R. R., at Chandler and Trenton.

Michigan Central R. R., at Grand Trunk Junction.

Detroit, Butler & St. Louis R. R., south of Grand Trunk Junction.

Detroit & Bay City R. R., north of Grand Trunk Junction.

Toledo, Ann Arbor & North Michigan R. R., at Pittsfield.

Michigan & Ohio R. R., near Jerome.

Michigan Central (Air Line) R. R., at Jackson.

Fort Wayne & Jackson R. R., at Jonesville.

Michigan & Ohio R. R., at Hanover.

Chicago & Grand Trunk R. R., at Lansing.

Grand River Valley R. R., at Eaton Rapids.

Michigan Central R. R., at Homer and Albion.

Michigan & Ohio R. R., at Homer.

Michigan Central R. R., at Kalamazoo.

Grand Rapids & Indiana R. R., at Plainwell and Grand Rapids.

Michigan & Ohio R. R., at Allegan.

Chicago & West Michigan R. R., at Grandville.

Michigan Central R. R., at Three Rivers.

Chicago & Grand Trunk R. R., at Schoolcraft.

Grand Rapids & Indiana R. R., at Kalamazoo.

What railroads cross your road either over or under your grade in this State, and where?

Under grade:

Cincinnati, Jackson & Mackinaw R. R., at Hudson.

At what crossings are interlocking and derailing switches in operation?

Lansing.

What pattern or patterns have you adopted?

Union Switch Signal Co., put in by Michigan Central R. R. Co.

Number of crossings of highways at grade in this State, - 747

Number of crossings of highways at grade in this State at
which there are gates or flagmen, - 29

Number of crossings at which there are electric or automatic
signals, - None.

Number of crossings of highways over or under railroad (over,
6; under, 6), - 12

Number of highway bridges, 18 feet above track, - 6

Number of highway bridges, less than 18 feet above track, - None.

Have safety guards been erected at over-head obstructions? - Yes.

Are your frogs and guard rails blocked as required by Act No.
174, Session Laws of 1883?

Yes.

How are they treated?

Cinder blocking and examined weekly.

Timber culverts replaced during the year, - - - - - 39
With timber,—number, - - - - - 39
New bridges built during the year—number in Michigan :

Location.	Kind.	Material.	Month Built.	Feet in Length.
Manchester	Howe truss.....	Wood	March.....	88
Manchester	Howe truss.....	Wood	March.....	88
Howell	Howe truss.....	Wood	March.....	88

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of more than 30 tons weight, exclusive of tender, - - - - -	478	
Number of locomotives of 20 to 30 tons weight, exclusive of tender, - - - - -	47	
Total, - - - - -	525	\$1,875,000 00
Number of passenger cars—12-wheel, including official cars, - - - - -	24	
Number of passenger cars—8-wheel, including official cars, - - - - -	159	
Number of express and baggage cars, - - - - -	74	
Number of box freight cars, - - - - -	10,894	
Number of stock cars, - - - - -	1,589	
Number of platform cars, - - - - -	1,514	
Number of ore cars, - - - - -	3,155	
Number of conductors' way cars, - - - - -	265	
Other cars as follows:		
Combination passenger and baggage pay cars, etc., - - - - -	254	
Total, - - - - -	17,928	\$2,748,725 00
Number of locomotives equipped with power brakes,	466	
Number of passenger-train cars equipped with power brakes, - - - - -	All.	
Number of freight cars equipped with power brakes,	None.	
What patterns of power brakes have you in use, and number of locomotives and cars with each ? Westinghouse. Steam driver brake.		
Are your freight cars equipped with automatic couplers as required by Act No. 147, Session Laws of 1885? - - -		Yes.
What pattern or patterns have you adopted for use? Ames.		

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

Miles run by passenger trains during the year,	-	-	-	3,371,318
Miles run by freight trains during the year,	-	-	-	6,742,811
Total mileage of trains earning revenue,	-	-	-	10,114,129

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of through passengers carried,	- 108,107		
Number of local passengers carried,	- 3,644,733		
Total number of passengers carried,	- 3,752,840		
Total passenger mileage, or passengers carried one mile,		205,761,459	
Average distance traveled by each passenger,	- -	55	
Average amount received from each passenger,	- -	-	\$1 24.
Average rate of fare per mile for through passengers,	- -	-	02.072
Average rate of fare per mile for local passengers,	- -	-	02.335
Average rate of fare per mile for all passengers,	- -	-	02.260

Freight Traffic.

Number of tons of through freight carried,	1,221,705		
Number of tons of local freight carried,	- 8,105,147		
Total tons of freight carried,	- - 9,326,852		
Total mileage of through freight,	- - - 543,021,909		
Total mileage of local freight,	- - - 1,300,763,987		
Total freight mileage, or tons carried one mile,		1,843,785,896	
Average ton haul for through freight,	- - - 444.50		
Average ton haul for local freight,	- - - 160.5		
Average ton haul for all freight,	- - - 197.7		
Average amount received for each ton haul,	- - -	-	\$1 32.46
Average rate per ton per mile, received for through freight,	- - -	-	0.605
Average rate per ton per mile, received for local freight,	- - -	-	0.697
Average rate per ton per mile, received for all freight,	- - -	-	0.670

Freight Forwarded at Michigan Stations.

	Forwarded, Tons.
Grain,	- - - - - 89,741
Flour,	- - - - - 74,151
Provisions (beef, pork, lard, etc.),	- - - - - 13,835

	Forwarded, Tons.
Animals, - - - - -	26,019
Other agricultural products, - - - - -	45,747
Lumber and forest products, - - - - -	402,511
Coal, - - - - -	3,665
Plaster, lime and cement, - - - - -	26,663
Salt, - - - - -	15,952
Petroleum, - - - - -	4,230
Pig and bloom iron, - - - - -	19,226
Other iron and castings, - - - - -	35,014
Stone, brick and sand, - - - - -	44,478
Manufactures, - - - - -	78,713
Merchandise and other articles not enumerated above, - - - - -	102,855
Total forwarded, - - - - -	982,800

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain, - - - - -	953,985	10.23
Flour, - - - - -	318,231	3.41
Provisions (beef, pork, lard, etc.), - - - - -	310,957	3.33
Animals, - - - - -	442,473	4.74
Other agricultural products, - - - - -	291,707	3.13
Lumber and forest products, - - - - -	898,823	9.63
Coal, - - - - -	1,769,320	18.97
Plaster, lime and cement, - - - - -	112,928	1.21
Salt, - - - - -	47,272	.50
Petroleum, - - - - -	395,951	4.24
Railroad iron, iron and steel rails, - - - - -	88,236	.94
Pig and bloom iron, - - - - -	167,473	1.79
Other iron and castings, - - - - -	569,492	6.16
Ores, - - - - -	443,540	4.75
Stone, brick and sand, - - - - -	583,593	6.25
Manufactures,—articles shipped from point of production, - - - - -	372,472	3.99
Merchandise and other articles not enumerated above, - - - - -	1,560,399	16.73
Total tons carried, - - - - -	9,326,852	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company, pays from 15 cents to 50 cents per 100 lbs. between Buffalo and Cleveland.

United States Express Company, pays from 20 cents to 85 cents per 100 lbs. between Buffalo and Chicago.

These companies do a general express business and deliver freight to us at our depots.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?

Total miles of wire, whole road, - - - - -	10,962
Western Union Telegraph Company owns in Michigan, -	2,101
Lake Shore & Michigan Southern Railway in Michigan, -	181

TRANSPORTATION COMPANIES.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other than the exclusive property of your own or some other railroad company have been in use on your road, in the State of Michigan, during the year, on what terms respectively, and if rented by you or allowed mileage between local points in this State, the amount paid for the use of such cars during the period under report?

Wagner Palace Car Company, New York City.

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

April 30. Maria Maloney, wife of section foreman, Burr Oak, wandered out of house in the night and onto track, was struck by train and killed.

June 9. Chas. Rumpf, not an employé, 1½ miles east of Ottawa Lake, asleep on track, run over by train and killed.

July 11. Wm. Carl, conductor of gravel train, Hillsdale gravel pit, fell from top of car under train, instantly killed.

August 4. Lucinda Stowell, not an employé, Raisin, deliberately jumped in front of train, suicide.

September 8. John Johnson, not an employé, Eldred, breaking a colt, colt frightened by train, Johnson thrown from cart and killed.

INJURED.

January 28. Jay Moulton, brakeman, Lansing, coupling, breast and collar bone broken.

February 2. Wm. Fraquer, brakeman, Monroe, coupling, left arm crushed and amputated above elbow.

February 15. Eugene O. Sanders, brakeman, Jonesville, coupling, finger crushed and amputated.

March 18. Edward Masters, brakeman, Lenawee Junction, coupling, finger amputated.

May 31. Harrison Calkins, station and targetman, Lenawee Junction, coupling, right arm bruised and bone splintered.

June 9. Wm. Fisher, employé, near Ottawa Lake, asleep on track, struck by train, knee cap and seven ribs broken.

July 9. Frank McGuire, not an employé, Adrian, attempted to board moving train, leg broken.

August 18. S. W. Custer, passenger, between Sturgis and Burr Oak, supposed to have walked off train while asleep, collar bone broken.

September 1. Benj. F. Overmyer, brakeman, Lenawee Junction, coupling, lost first right finger.

September 13. W. L. Dunn, switchman, Eagle Mills, coupling, thumb broken.

September 20. Alfred Naylor, not an employé, Adrian, attempted to board moving train, right leg cut off below knee.

September 28. Ford. J. Stout, freight conductor, Tecumseh, knocked off side of car by telegraph pole, rib and eye injured.

October 8. Thos. E. Glennan, yard brakeman, Detroit, coupling, one finger lost, thumb badly lacerated.

October 11. Ohas. O. Berkley, yardmaster, Detroit, coupling, rib fractured.

October 18. Wm. K. Lowe, brakeman, Ida, coupling, first left finger taken off.

December 2. Joseph Guss, not an employé, Detroit, climbing between cars, compound fracture of right leg.

December 7. Edward Brown, not an employé, Schoolcraft, jumped from moving train, left ankle badly sprained and cap of ankle broken.

December 7. Hiram Swartz, brakeman, Lenawee Junction, coupling, collar bone and two ribs fractured.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accidents.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions.....						
Coupling cars.....					11	
Derailments.....						
Falling from trains		1			1	1
Frogs.....						
Getting on and off trains.....						3
Highway crossings.....						
Miscellaneous.....			2			
Overhead obstructions.....						
Trespassers on trains.....						1
Trespassers on tracks.....			2			1
Total.....		1	4		12	6

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year,	-	-	-	-	5
Number of persons injured during the year,	-	-	-	-	18
Number of casualties purely accidental,	-	-	-	-	5
Number resulting from lack of caution, carelessness, or misconduct,	-	-	-	-	13
Persons killed or injured while intoxicated,	-	-	-	-	3
Trespassers and tramps killed or injured,	-	-	-	-	1
Suicides,	-	-	-	-	1

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employés.	Killed.	Injured.	Total.
Baggagemen.....			
Brakemen.....		8	8
Conductors.....	1	1	2
Engineers.....			
Firemen.....			
Laborers.....			
Shopmen.....			
Yardmen.....		3	3
Not classified above.....			
Total	1	12	13

STATE OF OHIO, }
COUNTY OF CUYAHOGA, } ss.

John Newell, President, and O. P. Leland, Auditor, of the Lake Shore & Michigan Southern Railway Co., being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed,

JOHN NEWELL.
C. P. LELAND,

Subscribed and sworn to before me this 5th day of April, A. D. 1888.

[L. S.]

L. ROOD LOOMIS,
Notary Public.

ANNUAL REPORT

OF THE

DETROIT, HILLSDALE & SOUTHWESTERN RAILROAD
COMPANY,

For the Year ending December 31, 1887.

[Filed April 11, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, ELIJAH SMITH, Boston, Mass.
Secretary and Treasurer, PROSPER W. SMITH, Boston, Mass.
Transfer Agent, FARMERS' LOAN AND TRUST CO., New York city.

DIRECTORS.

ELIJAH SMITH, Boston, Mass.
WM. ENDICOTT, JR., Boston, Mass.
HENRY ENDICOTT, Boston, Mass.
CALEB W. LORING, Boston, Mass.
EDWARD L. GIDDINGS, Boston, Mass.
PROSPER W. SMITH, Boston, Mich.
JAMES W. POTTER, Boston, Mass.
JAMES P. COOK, Salem, Mass.
S. W. COLTON, JR., Philadelphia, Pa.
Term expires January, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—January 30, 1875.					
Number of stockholders at date of last election,	-	-	-	-	254
Number of stockholders in Michigan at same date,	-	-	-	-	9

Amount of full paid stock held in Michigan at same date, - - - \$79,800
 Date of annual meeting of stockholders,—Second Tuesday in January.
 Fiscal year of Company ends December 31.
 General offices of the Company are located at Cleveland, O., and Boston, Mass.

REMARKS.

The property of this corporation is controlled and operated by the Lake Shore & Michigan Southern Railroad Company, under lease executed September 5, 1881 ; three per cent guaranteed until July 1, 1883, and four per cent thereafter. The traffic statements and details of operation are included in the report of the lessee corporation.—
 COM. OF RAILROADS.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$3,350,000 00
Par value of shares, - - -	\$100 00	
Average price received per share,	100 00	
Amount paid in on common, - - -	\$1,344,000 00	
Total amount paid in as per books of the Company, -		1,344,000 00
Paid in per mile of road owned by Company,		
—miles, 65.20, - - - - -		\$20,740 00

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

None.

UNFUNDED DEBT.

None.

RECAPITULATION.

Amount of debt liabilities per mile of road [65.20 miles], -	
Total amount of stock and debt, - - - - -	\$1,344,000 00
Stock and debt per mile of road, - - - - -	20,740 75

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment,	-	-	\$1,287,648 59
Average cost of construction per mile of road (not including sidings),—65.20 miles,	-	-	19,871 18
Proportion of cost of construction for Michigan,	-	-	1,287,648 59

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
November, 1872.

MAIN LINE.

Length completed in Michigan,	-	-	-	-	65 20
Total length completed,	-	-	-	-	65 20
Total length of road belonging to this Company,	-	-	-	-	65 20
Total length of road belonging to this Company in Michigan,	-	-	-	-	65 20
Aggregate length of sidings, spurs, and other tracks not above enumerated,	-	-	-	-	4 22
Same in Michigan,	-	-	-	-	4 22
Aggregate length of tracks belonging to this Company, computed as single track,	-	-	-	-	69 42
Same in Michigan,	-	-	-	-	69 42
Gauge of track, 4 feet 8½ inches.					

STATE OF OHIO, }
COUNTY OF CUYAHOGA, } ss.

John Newell, President, and C. P. Leland, Auditor, of the Lake Shore & Michigan Southern Railway Company, "Lessee" Detroit, Hillsdale & Southwestern Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company; and having carefully examined the same, declare them to be a true, full, and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed,

JOHN NEWELL, *President.*

C. P. LELAND, *Auditor.*

Subscribed and sworn to before me this 5th day of April, A. D. 1888.

[L. S.]

L. ROOD LOOMIS,

Notary Public.

ANNUAL REPORT
OF THE
DETROIT, MONROE & TOLEDO RAILROAD COMPANY,
For the Year ending December 31, 1887.

[Filed April 11, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, JOHN NEWELL, Cleveland, Ohio.

Secretary and Treasurer, C. P. LELAND, Cleveland, Ohio.

DIRECTORS.

C. VANDERBILT, New York city.

W. K. VANDERBILT, New York city.

JOHN NEWELL, Cleveland, Ohio.

E. D. WORCESTER, New York city.

G. H. WORCESTER, New York city.

EDWARD GALLUP, Cleveland, Ohio.

ASHLEY POND, Detroit, Mich.

GEO. C. GREENE, Cleveland, Ohio.

P. P. WRIGHT, Cleveland, Ohio.

ADDISON HILLS, Cleveland, Ohio.

C. P. LELAND, Cleveland, Ohio.

Terms expire when successors are elected.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed, —April 26, 1855.

Number of stockholders at date of last election,	-	-	-	-	2
Number of stockholders in Michigan at same date,	-	-	-	-	1
Amount of full paid stock held in Michigan at same date,	-	-	-	-	\$100 00

Date of annual meeting of stockholders,—Fourth Tuesday in April.
Fiscal year of Company ends December 31.
General offices of the Company are located at Cleveland, Ohio.

REMARKS.

Entire capital stock, except one share, owned by L. S. & M. S. Ry. Co., by which Company the road is operated. All details of operation, traffic and statistics are included in the report of the lessee corporation.—COM. OF RAILROADS.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$414,100 00
Par value of shares,	- - - \$100 00	
No. of shares issued,	- - - 4,141	
Amount paid in on common,	- - - \$414,100 00	
Total amount paid in, as per books of the Company,		414,100 00
Paid in per mile of road owned by Com-		
pany,—62.36 miles,	- - -	\$6,640 47

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
*First mortgage.....	6 per cent	1903.	.....	\$224,000 00
Total funded debt.....				\$224,000 00

*Included also in debt statement of the Lake Shore & Michigan Southern Ry. Co.

UNFUNDED DEBT.

No unfunded debt.

RECAPITULATION.

Total funded debt, - - - - -	\$924,000 00
Total debt liabilities, - - - - -	\$924,000 00
Amount of debt liabilities per mile of road [62.36 miles], -	14,832 22
Total amount of stock and debt, - - - - -	1,338,100 00
Stock and debt per mile of road, - - - - -	21,472 69

Interest on the Funded Debt.

What is the amount of same due each year, - - - - -	\$64,680 00
Was it paid for the last year, - - - - -	Yes.

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction, - - - - -	\$1,381,600 00
Average cost of construction per mile of road (not including sidings),—62.36 miles, - - - - -	22,155 22
Proportion of cost of construction for Michigan, - - - - -	1,196,381 88

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
From Toledo to Detroit, December 25, 1857.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
Length completed in Michigan, - - - - -	54 67	
Length completed in Ohio, - - - - -	7 69	
Total length completed, - - - - -		62 36
Total length of road belonging to this Company, - - - - -		62 36
Total length of road belonging to this Company in Michigan, - - - - -	54 67	
Aggregate length of sidings, spurs, and other tracks not above enumerated, - - - - -		19 76
Same in Michigan, - - - - -	16 64	
Aggregate length of tracks belonging to this Company, computed as single track, - - - - -		82 12
Same in Michigan, - - - - -	71 31	
Gauge of track 4 feet 8½ inches.		

STATE OF OHIO.
COUNTY OF CUYAHOGA, } ss.

John Newell, President, and C. P. Leland, Auditor, of the L. S. & M. S. Ry. Company, owner Detroit, Monroe & Toledo Railroad being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

JOHN NEWELL, *President.*

C. P. LELAND, *Secretary.*

Subscribed and sworn to before me this 5th day of April, A. D. 1888.

[L. S.]

L. ROOD LOOMIS,

Notary Public.

ANNUAL REPORT,
OF THE
FORT WAYNE & JACKSON RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed April 11, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, SAMUEL SLOAN, New York.

Secretary and Treasurer, R. G. ROLSTON, New York.

DIRECTORS.

SAMUEL SLOAN, New York.

MOSES TAYLOR, New York.

WM. E. DODGE, New York.

WM. H. HAYES, New York.

PERCY R. PYNE, New York.

R. G. ROLSTON, New York.

JAMES F. JOY, Detroit, Mich.

AMOS ROOT, Jackson, Mich.

E. O. GROSVENOR, Jonesville, Mich.

Term expires when successors are elected.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—1880.

Number of stockholders at date of last election,	-	-	-	-	-	194
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Number of stockholders in Michigan at same date,	-	-	-	-	-	8
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Amount of full paid stock held in Michigan at same date,	-	-	-	-	-	1,927 shares.
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Date of annual meeting of stockholders,--April.

Fiscal year of Company ends December 31.

General offices of the Company are located at Cleveland, O.

REMARKS.

The property of this corporation was leased in perpetuity to the Lake Shore & Michigan Southern Railroad Company, August 24, 1882, by which Company it has since been operated. All details of traffic and other statistics are included with the report of the lessee.—COM. OF RAILROADS.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$3,000,000 00
Par value of shares, - - -	100 00	
Average price received per share,	100 00	
No. of shares issued, - - -	27,195	
Amount paid in on common, - - -	\$431,747 44	
Amount paid in on preferred, - - -	2,287,832 09	
		<hr/>
Total amount paid in, as per books of the Company,	-	2,719,579 53
Paid in per mile of road owned by Com-		
pany,—Miles, 97.83, - - -		\$27,799 03

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

None.

UNFUNDED DEBT.

None.

RECAPITULATION.

Total amount of stock and debt,	- - - -	\$2,719,579 53
Stock and debt per mile of road,—97.83 miles,	- - -	27,799 03

COST OF ROAD AND EQUIPMENT.

Total cost for Construction and Equipment of Road, and Branches Built by Company.

Total expended for construction,	- - - -	\$2,719,579 53
Average cost of construction per mile of road, not including		
sidings,—97.83 miles, - - -		27,799 03
Proportion of cost of construction for Michigan,	- - -	1,238,168 79

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
December 15, 1870.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
Length completed in Michigan, - - - - -	44 54	
Length completed in Indiana, - - - - -	53 29	
	<hr/>	
Total length completed, - - - - -	- -	97 83
Total length of road belonging to this Company, - - - - -	- -	97 83
Total length of road belonging to this Company in Michigan, - - - - -	44 54	
Aggregate length of sidings, spurs and other tracks not above enumerated, - - - - -	- -	13 27
Same in Michigan, - - - - -	5 00	
Aggregate length of tracks belonging to this Company, computed as single track, - - - - -	- -	111 10
Same in Michigan, - - - - -	49 54	
Gauge of track, 4 feet 8½ inches.		

STATE OF OHIO, }
COUNTY OF CUYAHOGA, } ss.

John Newell, President, and C. P. Leland, Auditor, of the L. S. & M. S. R'y Company, Lessee Fort Wayne & Jackson Railroad, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed,

JOHN NEWELL, *President.*
C. P. LELAND, *Auditor.*

Subscribed and sworn to before me this 5th day of April, A. D. 1888.

[L. S.]

L. ROOD LOOMIS,
Notary Public.

ANNUAL REPORT
OF THE
KALAMAZOO, ALLEGAN & GRAND RAPIDS RAILROAD
COMPANY.

For the Year ending December 31, 1887.

[Filed April 11, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, J. H. WADE, Cleveland, Ohio.
Secretary, C. P. LELAND, Cleveland, Ohio.
Treasurer, W. S. JONES, Cleveland, Ohio.

DIRECTORS.

O. M. BARNES, Lansing, Mich.
H. B. PAYNE, Cleveland, Ohio.
J. H. WADE, Cleveland, Ohio.
C. P. LELAND, Cleveland, Ohio.
JOHN NEWELL, Cleveland, Ohio.
GEO. F. ELY, Cleveland, Ohio.
J. M. JONES, Cleveland, Ohio.
J. H. WADE, Jr., Cleveland, Ohio.
W. S. JONES, Cleveland, Ohio.

Term expires first Wednesday in May.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—June 3, 1868.

Number of stockholders at date of last election, - - - - -	92
Number of stockholders in Michigan at same date, - - - - -	14
Amount of full paid stock held in Michigan at same date, - - - - -	\$206,600 00

Date of annual meeting of stockholders,—First Wednesday in May.
Fiscal year of Company ends December 31.
General offices of the Company are located at Cleveland, Ohio.

REMARKS.

The Lake Shore & Michiga Southern Railway Company leases this property from the owners for an annual rental of \$108,800, made up as follows :

Interest on bonds,	- - - - -	\$67,200 00
Dividends on stock,	- - - - -	88,600 00

The taxes are paid by the lessees. Details of traffic and property statistics included in general report of the lessee company.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$610,000 00
Par value of shares,	- - - \$100 00	
No. of shares issued,	- - - 6,100	
Amount paid in on common,	- - - \$610,000 00	

Total amount paid in, as per books of the Company, - 610,000 00

Paid in per mile of road owned by Company,—miles, 58.42, 10,441 00

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage.....	8 per cent	July 1, 1888	.....	\$840,000 00
Total funded debt.....				\$840,000 00

UNFUNDED DEBT.

None.

RECAPITULATION.

Total funded debt,	- - - - -	\$840,000 00
Total debt liabilities,	- - - - -	\$840,000 00
Amount of debt liabilities per mile of road,—58.42 miles,	-	14,378 00
Total amount of stock and debt,	- - - - -	1,450,000 00
Stock and debt per mile of road,	- - - - -	24,820 00

Interest on the Funded Debt.

What is the amount of same due each year,	-	-	-	67,200	00
Was it paid for the last year?	-	-	-	-	Yes.

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road, and Branches Built by Company,

Total expended for construction,	-	-	-	\$1,450,000	00
Average cost of construction per mile of road (not including sidings) 58.42 miles,	-	-	-	24,820	00
Proportion of cost of construction for Michigan,	-	-	-	1,450,000	00

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
March 1, 1869.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths
Length completed in Michigan,	58 42	
Total length completed,	-	58 42
Total length of road belonging to this Company,	-	58 42
Total length of road belonging to this Company in Michigan,	58 42	
Aggregate length of sidings, spurs, and other tracks not above enumerated,	-	10 34
Same in Michigan,	10 34	
Aggregate length of tracks belonging to this Company, computed as single track,	-	68 76
Same in Michigan,	68 76	
Gauge of track 4 feet 8½ inches.		

STATE OF OHIO, }
COUNTY OF CUYAHOGA, } ss.

J. H. Wade, President, and W. S. Jones, Treasurer, of the Kalamazoo, Allegan & Grand Rapids Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the stock, debt and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

J. H. WADE, *President.*

W. S. JONES, *Treasurer.*

Subscribed and sworn to before me this 7th day of April, A. D. 1888.

[L. S.]

J. H. WADE, JR.,

Notary Public.

ANNUAL REPORT
OF THE
KALAMAZOO & WHITE PIGEON RAILROAD COMPANY,
For the Year ending December 31, 1887.

[Filed April 11, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, JOHN NEWELL, Cleveland, O.

Secretary and Treasurer, C. P. LELAND, Cleveland, O.

DIRECTORS.

JOHN NEWELL, Cleveland, O.

J. H. WADE, Cleveland, O.

C. P. LELAND, Cleveland, O.

D. P. CLAY, Grand Rapids, Mich.

D. B. MERRILL, Kalamazoo, Mich.

J. W. OSBORN, Kalamazoo, Mich.

M. E. WATTLES, Kalamazoo, Mich.

Term expires when successor is elected.

STOCKHOLDERS, STOCK, AND GENERAL OFFICES.

When chartered or articles of association filed,—September 24, 1869. .

Number of stockholders at date of last election :

One,—Lake Shore & Michigan Southern Railway Company.

Number of stockholders in Michigan at same date :

One,—Lake Shore & Michigan Southern Railway Company.

Amount of full paid stock held in Michigan at same date, - - - \$230,900 00

Date of annual meeting of stockholders,—[Not stated.]

Fiscal year of Company ends December 31.

General offices of the Company are located at Cleveland, O.

REMARKS.

The entire capital stock of this corporation is owned by the Lake Shore & Michigan Southern Railway Company. It pays the interest on the funded debt of the corporation, \$44,000 per annum, and operates it as a part of its Kalamazoo division. Traffic and road statistics are included in the general report of the proprietor Company.—COM. OF RAILROADS.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$230,900 00
Par value of shares, - - -	\$100 00	
No. of shares issued, - - -	2,309	
Amount paid in on common, - - -	\$230,900 00	
<hr/>		
Total amount paid in, as per books of the Company, -		230,900 00
Paid in per mile of road owned by Company,—		
miles, 36.57, - - - - -		\$6,295 00

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
*First mortgage	7 per ct.	July 1, 1890 .....	.....	\$400,000 00
Total funded debt.....				\$400,000 00

* Included also with debt statement of L. S. & M. S. R'y Co.

UNFUNDED DEBT.

None.

RECAPITULATION.

Total funded debt, - - - - -	\$400,000 00
<hr/>	
Total debt liabilities, - - - - -	\$400,000 00

1887.]

KALAMAZOO, & WHITE PIGEON RAILROAD CO.

335

Amount of debt liabilities per mile of road (36.57 miles), - \$10,956 84

Total amount of stock and debt, - - - - - 630,900 00

Stock and debt per mile of road, - - - - - 17,251 84

Interest on the Funded Debt.

What is the amount of same due each year, - - - - - \$28,000 00

Was it paid for the last year, - - - - - Yes.

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road, and Branches Built by Company.

Total expended for construction, - - - - - \$610,000 00

Average cost of construction per mile of road (not including
sidings,—36.57 miles), - - - - - 16,680 00

Proportion of cost of construction for Michigan, - - - 610,000 00

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
May 3, 1867.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
Length completed in Michigan, - - - - -	36 57	
Total length completed, - - - - -	- -	36 57
Total length of road belonging to this Company, - - -	- -	36 57
Total length of road belonging to this Company in Michigan, - - - - -	36 57	
Aggregate length of sidings, spurs, and other tracks not above enumerated, - - - - -	- -	5 77
Same in Michigan, - - - - -	5 77	
Aggregate length of tracks belonging to this Company, computed as single track, - - - - -	- -	42 34
Same in Michigan, - - - - -	42 34	
Gauge of track, 4 feet 8½ inches.		

STATE OF OHIO, }
COUNTY OF CUYAHOGA, } ss.

John Newell, President, and C. P. Leland, Auditor, of the Lake Shore & Michigan Southern Railway Company, owner of the Kalamazoo & White Pigeon Railroad, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the stock, debt, and other matters as therein contained of said Company on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed,

JOHN NEWELL, *President.*

C. P. LELAND, *Secretary.*

Subscribed and sworn to before me this 5th day of April, A. D. 1888.

[L. S.]

L. ROOD LOOMIS,

Notary Public.

ANNUAL REPORT
OF THE
NORTHERN CENTRAL MICHIGAN RAILROAD COMPANY,
For the Year ending December 31, 1887.

[Filed April 11, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, JOHN NEWELL, Cleveland, Ohio.

Secretary, Treasurer and Transfer Agent :

C. P. LELAND, Cleveland, Ohio.

DIRECTORS.

W. K. VANDERBILT, New York city.

W. H. BROCKWAY, Albion, Mich.

JOHN NEWELL, Cleveland, Ohio.

C. T. MITCHELL, Hillsdale, Mich.

S. V. IRWIN, Lansing, Mich.

W. H. CANNIFF, Hillsdale, Mich.

P. P. WRIGHT, Cleveland, Ohio.

A. E. BILLINGS, Hillsdale, Mich.

R. A. MONTGOMERY, Lansing, Mich.

Term expires when successors are elected.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—November 12, 1866.

Number of stockholders at date of last election, 1 (L. S. & M. S. Ry. Co.)

Number of stockholders in Michigan at same date, - - - - - None.

Amount of full paid stock held in Michigan at same date, - - - - - Nothing.

Date of annual meeting of stockholders,—First Wednesday in May.

Fiscal year of Company ends December 31.

General offices of the Company are located at Cleveland, Ohio.

REMARKS.

The road of this Company was constructed at the sole cost of the Lake Shore and Michigan Southern Railway Company, who own the entire capital stock of the corporation. It is operated as the Lansing Division of the Lake Shore system, and all details of traffic and road statistics will be found in the report of the proprietor company.—
COM. OF RAILROADS.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	\$610,000 00
Par value of shares,	\$100 00
No. of shares issued, 6,100; all owned by L. S. & M. S. Ry. Co.	
Amount paid in on common,	\$610,000 00
Total amount paid in, as per books of the Company,	610,000 00
Paid in per mile of road owned by Company,—	
miles, 61.14,	\$9,977 12

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage bonds*	8 per cent	1903.....	.....	\$1,525,000 00
Total funded debt				\$1,525,000 00

* All owned by the Lake Shore & Michigan Southern Railway Company.

UNFUNDED DEBT.

None.

RECAPITULATION.

Total funded debt,	\$1,525,000 00
Total debt liabilities,	\$1,525,000 00
Amount of debt liabilities per mile of road,—61.14 miles,	24,942 75

Total amount of stock and debt,	-	-	-	-	-	\$2,135,000	00
Stock and debt per mile of road,	-	-	-	-	-	34,919	79

Interest on the Funded Debt.

What is the amount of same due each year,	-	-	-	-	-	122,000	00
Was it paid for the last year,	-	-	-	-	-		Yes.

COST OF ROAD AND EQUIPMENT. ●

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction,	-	-	-	-	-	\$1,357,000	00
Average cost of construction per mile of road (not including sidings),—61.14 miles,	-	-	-	-	-	22,195	00
Proportion of cost of construction for Michigan,	-	-	-	-	-	1,357,000	00

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
January 13, 1873.

MAIN LINE.

						Miles. 100ths.	Miles. 100ths
Length completed in Michigan,	-	-	-	-	-	61	14
Total length completed,	-	-	-	-	-		61 14
Total length of road belonging to this Company,	-	-	-	-	-		61 14
Total length of road belonging to this Company in Michigan,	-	-	-	-	-	61	14
Aggregate length of sidings, spurs and other tracks not above enumerated,	-	-	-	-	-		7 10
Same in Michigan,	-	-	-	-	-	7	10
Aggregate length of track belonging to this Company, computed as single track,	-	-	-	-	-		68 24
Same in Michigan,	-	-	-	-	-	68	24
Gauge of track, 4 feet 8½ inches.							

STATE OF OHIO, }
COUNTY OF CUYAHOGA, } ss.

John Newell, President, and C. P. Leland, Auditor, of the Lake Shore & Michigan Southern Railway Company, owner Northern Central Michigan Railroad, being duly sworn depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

JOHN NEWELL, *President.*

C. P. LELAND, *Secretary.*

Subscribed and sworn to before me this 5th day of April, A. D. 1888.

[L. S.]

L ROOD LOOMIS,

Notary Public.

ANNUAL REPORT

OF THE

CHICAGO & CANADA SOUTHERN RAILWAY COMPANY,

For the Year ending December 31, 1887..

[Filed April 11, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, JOHN NEWELL, Cleveland, Ohio.*Vice President*, EDWARD A. WICKES, New York city.*Secretary and Treasurer*, CHARLES F. COX, New York city.

The operating department of this Company is in charge of the general officers of the Lake Shore & Michigan Southern Railroad Company, by whom the property is controlled.

DIRECTORS.

CORNELIUS VANDERBILT, New York city.

WM. K. VANDERBILT, New York city.

SAMUEL F. BARGER, New York city.

CHAS. F. COX, New York city.

EDWIN D. WORCESTER, New York city.

EDWARD A. WICKES, New York city.

SIDNEY DILLON, New York city.

WM. L. SCOTT, Erie, Pa.

JOHN NEWELL, Cleveland, Ohio.

Term expires June, 1888.

STOCKHOLDERS, STOCK, AND GENERAL OFFICES.

When chartered or articles of association filed,—Articles of consolidation July 11, 1871.

Number of stockholders at date of last election, - - - - - 98

Number of stockholders in Michigan at same date - - - - - 8

Amount of full paid stock held in Michigan at same date,—108 shares, - \$10,800 00
 Date of annual meeting of stockholders,—First Thursday after first Wednesday in June.
 Fiscal year of Company ends December 81.
 General offices of the Company are located at Detroit, Mich.

REMARKS.

The stock is controlled and the road operated by the Lake Shore & Michigan Southern Railway Company, and all details of traffic or other matters not here supplied will be found in the report of the latter Company.—COM. OF RAILROADS.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$43,275 13
Total expenses, including taxes, - - - - -	\$50,660 62	
Net deficit, - - - - -	\$7,385 49	
Interest on funded debt, - - - - -	177,870 00	
Balance for the year, - - - - -	\$185,255 49	
Balance (profit and loss) last year, - - - - -	2,508,423 98	
Balance forward to next year, - - - - -	- - - - -	2,693,679 47
	\$2,693,679 47	\$2,693,679 47

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$10,000,000 00
Par value of shares, - - - - -	\$100 00
No. of shares issued, - - - - -	26,674
Amount paid in on common, - - - - -	\$2,667,400 00
Total amount paid in as per books of the Company, -	\$2,667,400 00
Paid in per mile of road owned by Com- pany,—miles, 67.60, - - - - -	\$39,458 58

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage coupon, dated April 1, 1872.....	7 per cent	April 1, 1902	New York city ..	\$2,541,000 00
Total funded debt.....				\$2,541,000 00

UNFUNDED DEBT.

For what Incurred.	Is the same to be Funded, or How Liquidated.	Amount.
For construction.....
For equipment.....
For real estate.....
For renewals.....
Interest on bonds.....	\$2,578,791 25
For current balances.....	88,045 80
Total unfunded debt.....	\$2,661,837 05

RECAPITULATION.

Total funded debt,	-	-	-	-	-	-	\$2,541,000	00
Total unfunded debt,	-	-	-	-	-	-	2,661,837	05
Total debt liabilities,	-	-	-	-	-	-	\$5,202,837	05

Amount of debt liabilities per mile of road—67.6 miles,	-	76,965	05
Total amount of stock and debt,	-	-	7,870,237 05
Stock and debt per mile of road,	-	-	116,423 62

GENERAL BALANCE SHEET.—Dr.

Construction account,	-	-	-	-	-	-	-	\$5,176,557	58
Profit and loss—deficit,		-	-	-	-	-	-	2,693,679	47
Total,	-	-	-	-	-	-	-	\$7,870,237	05

GENERAL BALANCE SHEET,—Cr.

[illegible]

Unfunded debt:

Interest unpaid,	-	-	-	-	\$2,578,791 25	
Notes payable,	-	-	-	-	4,752 34	
Vouchers and accounts,	-	-	-	-	78,293 46	
					<hr/>	\$2,661.837 05
Total,	-	-	-	-	-	<hr/> \$7,870,237 05

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment,	-	-	-	\$5,176,557 58
Average cost per mile of road (not including sidings),—				
67.6 miles,	-	-	-	76,576 29
Proportion of cost for Michigan,	-	-	-	4,818,712 07

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches:

Local and through fares,	-	-	-	\$14,528 56	
				<hr/>	
Total passenger fares,	-	-	-	\$14,528 56	
Express and baggage,	-	-	-	603 77	
Mails,	-	-	-	3,099 84	
				<hr/>	
Total passenger earnings,	-	-	-	-	\$18,232 17
Proportion for Michigan,	-	-	-	\$ 6,975 54	
Per train mile,	-	-	-	0 37	
Per mile of road,	-	-	-	269 71	

FREIGHT EARNINGS.

Main line and branches:

Local and through traffic,	-	-	-	\$25,042 96	
				<hr/>	
Total traffic,	-	-	-	\$25,042 96	
				<hr/>	
Total freight earnings,	-	-	-	-	\$25,042 96
Proportion for Michigan,	-	-	-	\$23,316 13	
Per train mile,	-	-	-	0 76	
Per mile of road,	-	-	-	370 45	
				<hr/>	
Total transportation earnings,	-	-	-	-	\$43,275 13

Transportation earnings per mile of road,	\$640 16	
Transportation earnings per train mile, "	0 53	
Total earnings from operation of road,	- - -	\$43,275 13
Total earnings per mile of road,	\$640 16	
Total earnings per train mile,	0 53	
Proportion of taxable earnings for Michigan,	40,291 96	
Total taxable earnings per mile of road in Michigan,	640 16	
Total income from all sources,	- - -	\$43,275 13
Proportion of income for Michigan,	- - -	40,291 96

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track,	\$10,486 51
Renewals of rails,	1,696 10
Renewals of ties,	4,284 52
Repairs of bridges, including culverts and cattle guards,	1,963 08
Repairs of fences, road crossings, and signs,	1,011 69
Repairs of buildings,	231 80
Total,	\$19,673 70

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives,	\$1,737 43
Repairs of passenger cars,	441 03
Total,	\$2,178 46

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives,	\$4,077 40
Water supply,	252 61
Oil and waste,	143 61
Locomotive service,	5,032 28
Passenger train service,	1,760 87
Passenger train supplies,	5 53
Freight train service,	2,243 24
Freight train supplies,	11 26
Telegraph expenses (maintenance and operating),	1,466 80
Damages to property and cattle,	208 00
Agents and station service,	5,100 99
Station supplies,	627 52
Total,	\$20,930 11

CLASS 4.—General Expenses.

Salaries of the general officers of the Company,	-	-	\$5,000 00
Salaries of clerks in general offices,	-	-	1,231 12
Stationery and printing,	-	-	242 07
Contingencies,	-	-	17 62
Taxes, in Michigan, \$849.94,	-	-	1,387 54
Total,	-	-	<u>\$7,878 35</u>

RECAPITULATION OF EXPENSES.

	Per Cent Of Expenses.	
Maintenance of way and buildings,	38.83	\$19,673 70
Maintenance of motive power and cars,	4.30	2,178 46
Conducting transportation,	41.32	20,930 11
General expenses, including taxes,	15.55	7,878 35
Total operating expenses and taxes,	100.00	<u>\$50,660 62</u>
Operating expenses and taxes per mile of road,		\$749 42
Operating expenses and taxes per train mile run, for trains earning revenue, 81,705 miles,		0 62
Proportion of operating expenses and taxes for Michigan:		
Main line,		<u>47,168 49</u>
Total proportion of expenses for Michigan,		47,168 49
Percentage of expenses to earnings,	117	
Net deficit per mile of road,		\$57 59
Net deficit per train mile,		09

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
1874.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan:		
From State Line of Michigan and Ohio to Detroit River,	62 94	
In Ohio:		
From State Line of Michigan and Ohio to Fayette,	4 66	
Total length completed,	-	<u>67 60</u>

Total length of road belonging to this Company,	-	-	67	60
Total length of road belonging to this Company in Michigan,	-	-	62	94
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated,	-	-	4	08
Aggregate length of tracks in Michigan belonging to this Company, computed as single track,	-	-	-	67 02
Gauge of track, 4 feet 8½ inches.				

Proprietary or Leased Roads Operated by this Company.

None.

			Total Miles. In Michigan.
Total miles operated by the Company,	-	-	67 60 62 94

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of,	5;	aggregate length, feet,	876½
Stone bridges, number of,	.. None;	aggregate length, feet,	----
Iron bridges, number of,	.. None;	aggregate length, feet,	----
Combination bridges, No. of,	None;	aggregate length, feet,	----
Wooden trestles, number of,	8;	aggregate length, feet,	1,346½
Total,	13;	aggregate length, feet,	2,223

Draw Bridges in Michigan.

How many on your line?	-	-	-	-	-	-	None.
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Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?
Lake Shore & Michigan Southern R. R., at Chandler, Corbus and Grosvenor.

Flint & Pere Marquette R. R., at Carlton.

Toledo, Ann Arbor & North Michigan R. R., at Dundee.

What railroads cross your road either over or under your grade in this State, and where?

None.

At what crossings are interlocking and derailing switches in operation?

None.

Number of crossings of highways at grade in this State,	-	121
Number of crossings of highways at grade in this State, at which there are gates or flagmen,	-	None.
Number of crossings at which there are electric or automatic signals,	-	None.
Number of crossings of highways over or under railroad (over, 2; under, 1),	-	None.
Number of highway bridges, 18 feet above track,	-	2
Number of highway bridges less than 18 feet above track.	-	None.

Have safety guards been erected at over-head obstructions?	Yes.
Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883?	Yes.
How are they treated?	
Cinder blocking—examined weekly.	

Stations.

Number of stations on whole line.	14
Same in Michigan,	12

Employés.

See Lake Shore & Michigan Southern Railway Company's report.

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you ?	
Computed as single line,	120.60
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed:	
None.	

Road Bed and Track.

Number of track sections in Michigan,	9
Average length of sections (miles),	6.99
Average number of men in each section gang,	2 8
Number of new ties put in whole line during the year,	18,482
Number of new ties put in track in Michigan,	17,362
Average number of new ties per mile of road,	279
New rails put in track,	None.

Bridges and Culverts.

Amount of trestle work replaced with earth during the year (linear feet),	None.
Timber culverts replaced during the year,	2
With timber,—number,	2
New bridges built during the year,—number,	None.

ROLLING STOCK.

Owned and reported by Lake Shore & Michigan Southern Railway Company.

MILEAGE, TRAFFIC, ETC.

Train Mileage.

Miles run by passenger trains during the year,	-	-	-	48,754
Miles run by freight trains during the year,	-	-	-	32,951
Total mileage of trains earning revenue,	-	-	-	81,705

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Total number of passengers carried,	46,042		
Total passenger mileage, or passengers carried one mile,		538,968	
Average distance traveled by each passenger,		11.7	
Average amount received from each passenger,			\$0 31.55
Average rate of fare per mile for all passengers,			02.695

Freight Traffic.

Number of tons of through freight carried, {	
Number of tons of local freight carried, }	49,699

Total tons of freight carried,	49,699
--------------------------------	--------

Total mileage of through freight,	-	-	-	-	988,300
Total mileage of local freight,	-	-	-	-	

Total freight mileage, or tons carried one mile,	988,300
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Average ton haul for all freight,	-	-	-	19.9
Average amount received for each ton haul,	-	-	-	\$0 50.15
Average rate per ton per mile, received for all freight,	-	-	-	02.522

Freight Forwarded at Michigan Stations.

	Forwarded, Tons.
Grain,	5,351
Flour,	224
Provisions (beef, pork, lard, etc.),	1,124
Animals,	1,798
Other agricultural products,	2,147
Lumber and forest products,	17,120
Coal,	1,984
Plaster, lime and cement,	575
Salt,	249
Petroleum,	315
Other iron and castings,	161
Stone, brick and sand,	741
Manufactures,—articles shipped from point of production,	1,042
Merchandise and other articles not enumerated above,	11,294
Total forwarded,	44,125

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain, - - - - -	8,266	16.63
Flour, - - - - -	284	.57
Provisions (beef, pork, lard, etc.). - - - - -	1,331	2.68
Animals, - - - - -	2,586	5.20
Other agricultural products, - - - - -	2,806	5.65
Lumber and forest products, - - - - -	17,909	36.04
Coal, - - - - -	1,984	3.99
Plaster, lime and cement, - - - - -	575	1.16
Salt, - - - - -	249	.50
Petroleum, - - - - -	315	.63
Other iron and castings, - - - - -	161	.32
Stone, brick and sand, - - - - -	741	1.49
Manufactures,—articles shipped from point of production, - - - - -	1,042	2.10
Merchandise and other articles not enumerated above, - - - - -	11,450	23.04
Total tons carried, -	49,699	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc. ; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

United States Express Companies.
Freight taken at depots.
Rate 25c per 100 pounds.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?
See Lake Shore & Michigan Southern Railway report.

TRANSPORTATION COMPANIES.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other than the exclusive property of your own or some other railroad company have been in use on your road, in the State of Michigan, during the year, on what terms respectively, and if rented by you or allowed mileage between local points in this State, the amount paid for the use of such cars during the period under report?
See Lake Shore & Michigan Southern Railway report.

Fast Freight Lines.

To what fast freight lines or other transportation companies, running cars upon your road, not the exclusive property of any railroad company paying taxes in this State upon its gross receipts, have you paid car mileage or car rentals for the use of such cars, while in use for traffic between local points in this State, and what was the amount of such car rental or mileage paid?

See Lake Shore & Michigan Southern Railway report.

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

See Lake Shore & Michigan Southern Railway report.

INJURED.

See Lake Shore & Michigan Southern Railway report.

STATE OF OHIO, }
COUNTY OF CUYAHOGA, } ss.

John Newell, President, and C. P. Leland, Auditor, of the Chicago & Canada Southern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

JOHN NEWELL,
C. P. LELAND.

Subscribed and sworn to before me this 9th day of April, A. D. 1888.

[L. S.]

L. ROOD LOOMIS,
Notary Public.

ANNUAL REPORT
OF THE
MILWAUKEE & NORTHERN RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed April 11, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, ALFRED M. HOYT, New York.
Vice President, JAMES C. SPENCER, Milwaukee.
Secretary, CHARLES RAY, Milwaukee.
Auditor, ROBT. TOOMBS, Milwaukee.
Treasurer, CHARLES RAY, Milwaukee.
General Manager, C. F. DUTTON, Milwaukee.
Superintendent, H. M. BELL, Green Bay.
Chief Engineer, S. B. FISHER, Green Bay.
Assistant Treasurer, JNO. C. SPENCER, Milwaukee.
General Passenger Agent, W. B. SHEARDOWN, Milwaukee.
General Freight Agent, J. C. FORESTER, Milwaukee.
Acting Attorney, A. H. BRIGHT, Milwaukee.

DIRECTORS.

ALFRED M. HOYT, New York.
SAMUEL N. HOYT, New York.
ANGUS SMITH, Milwaukee.
JAMES C. SPENCER, Milwaukee.
CHARLES RAY, Milwaukee.
EPHRAIM MARINER, Milwaukee.
GUIDO PFISTER, Milwaukee.

Term expires first Tuesday in June.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—June 5, 1880.
Number of stockholders at date of last election, - - - - 41
Number of stockholders in Michigan at same date, - - - - None.
Date of annual meeting of stockholders,—First Tuesday in June.
Fiscal year of Company ends December 31.
General offices of the Company are located at Milwaukee, Wis.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$976,137 99
Total expenses, including taxes, - - - - -	\$635,903 38	
Net income, - - - - -	- - - - -	\$340,234 61
Interest on funded debt, - - - - -	200,100 00	
Rentals of buildings, tracks, etc., - - - - -	20,661 57	
		220,761 57
Balance for the year, - - - - -	- - - - -	\$119,473 04
Balance (profit and loss) last year, - - - - -	- - - - -	15,450 39
Balance forward to next year, - - - - -	\$134,923 43	
	\$134,923 43	\$134,923 43

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$8,000,000 00
Par value of shares, - - - - \$100 00	
No. of shares issued, - - - - 41,350	
Amount paid in on common, - - - - \$4,135,000 00	
Total amount paid in, as per books of the Company, -	4,135,000 00
Paid in per mile of road owned by Com- pany,—miles, 242.50, - - - -	\$17,000 00

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage on road between Schwartzburg and Green Bay, and Hilbert, Menasha and Neenah and Appleton, issued June, 1880	6 per cent.	1910.	New York.	\$2,155,000 00
First mortgage on road north of Green Bay, and second south of Green Bay, issued February, 1884.....	6 per cent.	1913.	New York	1,976,000 00
Total funded debt.....				\$4,131,000 00

UNFUNDED DEBT.

For what incurred.	Is the same to be Funded, or how Liquidated.	Amount.
For construction
For equipment.....
For real estate.....
For renewals.....
Material, etc.....	} \$210,917 31
For current balances	
Total unfunded debt.....	\$210,917 31

RECAPITULATION.

Total funded debt,	-	-	-	-	-	-	\$4,131,000
Total unfunded debt,	-	-	-	-	-	-	210,917
Total debt liabilities,	-	-	-	-	-	-	\$4,341,917
Amount of debt liabilities per mile of road,—242.50 miles,							17,904
Total amount of stock and debt,	-	-	-	-	-		8,476,917
Stock and debt per mile of road,	-	-	-	-	-		34,956

GENERAL BALANCE SHEET,—Dr.

Construction account,	-	-	-	-	-	-	}	\$8,426,721 47
Equipment account, general property,	-	-	-	-	-	-		
Cash items:								
Due from agents,	-	-	-	-	-	25,955 73		
						<u>25,955 73</u>		25,955 73

Other assets:

Materials and supplies, - - - - -	\$65,238 43	
Debit balances from companies and individuals, - - - - -	93,925 11	
	<hr/>	\$159,163 54
Total, - - - - -	- - - - -	\$8,611,840 74

GENERAL BALANCE SHEET,—Cr.

Capital stock, - - - - -	\$4,135,000 00	
Funded debt, - - - - -	4,131,000 00	
	<hr/>	\$8,266,000 00
Unfunded debt:		
Interest unpaid, - - - - -	\$44,490 00	
Vouchers and accounts, and pay rolls, -	166,427 31	
	<hr/>	210,917 31
Profit and loss or income accounts, - - - - -	- - - - -	134 923 43
Total, - - - - -	- - - - -	\$8,611,840 74

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment, - - - - -	\$8,426,721 47
Average cost per mile of road (not including sidings), 242.50 miles, - - - - -	34,749 37
Proportion of cost for Michigan, - - - - -	1,972,000 00

Road in Michigan. Republic Branch Railroad was consolidated with the Milwaukee & Northern Railroad, under name of the latter, January 6, 1887. Milwaukee and Northern securities, \$17,000 per mile bonds, and \$17,000 per mile stock, to be issued in place of equal amount of Republic Branch Railroad securities. Road not yet completed and no securities yet issued.

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

MAIN LINE.

New buildings, - - - - -	\$10,802 67
New fences, - - - - -	2,704 22
Machinery and tools, - - - - -	2,661 07
Equipment, - - - - -	111,383 54
Other property accounts, - - - - -	73,708 12
	<hr/>
Total charges to property account as above, - - - - -	\$201,259 62
Net addition to property account, - - - - -	201,259 62

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches:							
Local fares,	-	-	-	-	-	-	\$196,026 24
Through fares,	-	-	.	-	-	-	29,145 04
							<hr/>
Total passenger fares,	-	-	-	-	-	-	\$225,171 28
Express and baggage,	-	-	-	-	-	-	12,476 47
Mails,	-	-	-	-	-	-	20,535 90
							<hr/>
Total passenger earnings,	-	-	-	-	-	-	\$258,183 65
Proportion for Michigan,	-	-	-	-	-	\$13,885 61	
Per train mile,	-	-	-	-	-	60½	
Per mile of road,	-	-	-	-	-	905 78	

FREIGHT EARNINGS.

Main line and branches:							
Local traffic,	-	-	-	-	-	\$402,438	92
Through traffic,	-	-	-	-	-	314,340	45
						<hr/>	
Total traffic,	-	-	-	-	-	-	\$716,779 37
						<hr/>	
Total freight earnings,	-	-	-	-	-	-	\$716,779 37
						<hr/>	
Proportion for Michigan,	-	-	-	-	-	\$38,549	74
Per train mile,	-	-	-	-	-	1	91
Per mile of road,	-	-	-	-	-	2,514	66
						<hr/>	
Total transportation earnings,	-	-	-	-	-	-	974,963 02
Transportation earnings per mile of road,	-	-	-	-	-	3,420	44
Transportation earnings per train mile,	-	-	-	-	-	1	22
From other sources,	-	-	-	-	-	-	1,174 97
						<hr/>	
Total earnings from operation of road,	-	-	-	-	-	-	\$976,137 99
						<hr/>	
Total earnings per mile of road,	-	-	-	-	-	3,424	56
Total earnings per train mile,	-	-	-	-	-	1	22
Proportion of taxable earnings for Michigan,	-	-	-	-	-	52,498	50
Total taxable earnings per mile of road in Michigan,	-	-	-	-	-	3,424	56
						<hr/>	
Total income from all sources,	-	-	-	-	-	-	\$976,137 99
						<hr/>	
Proportion of income for Michigan,	-	-	-	-	-	-	52,498 50

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track, - - - - -	\$92,292 68
Renewals of ties, - - - - -	21,482 31
Repairs of bridges, including culverts and cattle guards, -	7,377 07
Repairs of fences, road crossings, and signs, - - -	5,598 96
Repairs of buildings, - - - - -	14,028 55
Total, - - - - -	\$140,779 57

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -	\$34,980 10
Repairs of passenger cars, - - - - -	21,393 50
Repairs of freight cars, - - - - -	33,108 67
Total, - - - - -	\$89,482 27

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$93,109 16
Water supply, - - - - -	2,588 95
Oil and waste, - - - - -	7,002 34
Locomotive service, - - - - -	75,875 77
Passenger train service, - - - - -	19,711 91
Passenger train supplies, - - - - -	2,939 21
Mileage of passenger cars, - - - - -	7,170 11
Freight train service, - - - - -	38,552 47
Freight train supplies, - - - - -	687 31
Mileage of freight cars, - - - - -	16,782 43
Telegraph expenses (maintenance and operating), - -	14,260 14
Damage and loss of freight and baggage, - - - - -	332 75
Damages to property and cattle, - - - - -	2,798 90
Personal injuries, - - - - -	1,575 85
Agents and station service, - - - - -	39,064 58
Station supplies, - - - - -	2,365 37
Total, - - - - -	\$324,817 25

CLASS 4.—*General Expenses.*

Salaries of the general officers of the Company, - - -	\$19,744 87
Salaries of clerks in general offices, - - - - -	13,509 88
Law expenses, - - - - -	165 20
Insurance, - - - - -	1,869 77
Stationery and printing, - - - - -	10,391 59
Outside agencies and advertising, - - - - -	15,528 44
Contingencies, - - - - -	12,713 98
Taxes, - - - - -	6,810 56
Total, - - - - -	\$80,824 29

RECAPITULATION OF EXPENSES.

	Per Cent of Expenses.	
Maintenance of way and buildings, - - -	22	\$140,779 57
Maintenance of motive power and cars, - - -	14	89,482 27
Conducting transportation, - - -	51	324,817 25
General expenses, including taxes, - - -	13	80,824 29
		<hr/>
Total operating expenses and taxes, - - -	100.00	\$635,903 38
Operating expenses and taxes per mile of road, -	\$2,228 11	
Operating expenses and taxes per train mile run, for trains earning revenue,—801,279.84 miles, -	79	
Proportion of operating expenses and taxes for Michigan:		
Main line, - - - - -	30,691 82	
		<hr/>
Total proportion of expenses for Michigan, - - -		30,691 82
Percentage of expenses to earnings, - - -	65	
Net earnings per mile of road, - - -	\$1,192 13	
Net earnings per train mile, - - -	42.50	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:

Main line:

From Schwartzburg to Champion, Mich., November 20, 1887.

Branches:

From Hilbert to Neenah and Appleton, Menasha, 1874; Appleton, 1879;
Neenah, 1880.

From Ellis Junction to Mennekaunee and Menominee, January, 1884.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths
In Michigan:		
From Menominee river to Champion, - - -	58 00	
In Wisconsin:		
From Schwartzburg to Menominee river, - - -	195 70	
		<hr/>
Total length completed, - - - - -		235 70

BRANCHES.

Appleton, from Hilbert to Neenah and Appleton,	-	22	00
Menominee, from Ellis Junction to Mennekaunee,	-	24	80
Spurs in Wisconsin, - - - - -	-	10	96
			<hr/>
Total length of branches owned by Company,	-	-	57 76

Total length of branches owned by Company in Michigan,	None.	
Total length of road belonging to this Company,	- -	311 46
Total length of road belonging to this Company in Michigan,	- - - - -	58 00
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated,	- - -	11 32
Aggregate length of tracks in Michigan belonging to this Company, computed as single track,	- -	69 32
Gauge of track, 4 feet 8½ inches.		

Proprietary or Leased Roads Operated by this Company.

Name, description and length of each:	Total Miles. In Michigan.
South Milwaukee to Schwartzburg, - - - -	9 10
North Milwaukee to Schwartzburg, - - - -	6 10
Total, - - - - -	15 20
Total miles operated by the Company, average - -	285 04 15 33

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of,	4; aggregate length, feet,	280.5
Iron bridges, number of,	1; aggregate, length, feet (½ in Mich.),	235
Wooden trestles, number of,	—; aggregate length, feet,	6,733
Total, - - - - 5; - - - -		7,248.5

Draw Bridges in Michigan.

How many on your line? - - - - -	None.
----------------------------------	-------

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?

West Republic spur, D. S. S. & A. R. R., at Republic.

Republic Mine spur, D. S. S. & A. R. R., at Republic.

Republic branch, D. S. S. & A. R. R., two miles north of Republic.

Champion Mine, D. S. S. & A. R. R., at Champion.

Ludington Mine, C. & N. W. R. R., at Iron Mountain.

What railroads cross your road either over, or under your grade in this State, and where?

Under grade:

Chicago & Northwestern R. R., at Iron Mountain.

At what crossings are interlocking and derailing switches in operation?

None.

Number of crossings of highways at grade in this State, - 13

Number of crossings of highways at grade in this State at which there are gates or flagmen, - None.

Number of crossings at which there are electric or automatic signals, - None

Number of crossings of highways over or under railroad (over, none; under, 1), - - - - -	1
Number of highway bridges, 18 feet above track, -	None.
Number of highway bridges, less than 18 feet above track, -	None.
Have safety-guards been erected at over-head obstructions? -	Yes.
Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883? - - - - -	Yes.
How are they treated? Filled in with plank.	

Stations.

Number of stations on whole line, - - - - -	65
Same in Michigan, - - - - -	10

Employés.

Number of persons regularly employed on all roads operated by Company, including officials, - - - - -	755
Same in Michigan, - - - - -	101
Classify your employés as per following list:	

	Number.
Baggagemen, - - - - -	9
Brakemen, - - - - -	42
Conductors, - - - - -	25
Engineers, - - - - -	31
Firemen and wipers, - - - - -	51
Laborers, - - - - -	203
Shopmen, - - - - -	91
Yardmen, - - - - -	40
Others, - - - - -	263

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you? - - - - -	5
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed:	
Menominee and Marquette, - - - - -	53
Total miles, - - - - -	53

Road Bed and Track.

Number of track sections in Michigan, - - - - -	10
Average length of sections (miles), - - - - -	5.7
Average number of men in each section gang, - - - - -	5

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of more than 30 tons weight, exclusive of tender, - - - - -	23	\$138,000 00
Number of locomotives of 20 to 30 tons weight, exclusive of tender, - - - - -	5	25,000 00
Total, - - - - -	28	163,000 00
Number of passenger cars—12-wheel, including official cars, - - - - -	6	19,500 00
Number of passenger cars—8-wheel, including official cars, - - - - -	17	51,000 00
Number of express and baggage cars, - - - - -	9	18,000 00
Number of box freight cars, - - - - -	458	125,950 00
Number of stock cars, - - - - -	10	2,500 00
Number of platform cars, - - - - -	207	31,050 00
Number of ore cars, - - - - -	25	7,500 00
Number of conductor's way cars, - - - - -	12	8,400 00
Total, - - - - -	744	\$426,900 00

Number of locomotives equipped with power brakes, - - - - -	24
Number of passenger-train cars equipped with power brakes, - - - - -	32
What patterns of power brakes have you in use, and number of locomotives and cars with each?	
Westinghouse air:	
Locomotives, - - - - -	18
Passenger cars, - - - - -	32
Eames vacuum:	
Locomotives, - - - - -	6

Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885?

New cars built for this Company since law went into effect have automatic coupler.

What pattern or patterns have you adopted for use?
Blocker.

MILEAGE, TRAFFIC, ETC.

Train Mileage.

Miles run by passenger trains during the year, - - -	425,565
Miles run by freight trains during the year, - - -	375,715
Total mileage of trains earning revenue, - - -	801,280

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of through passengers carried, -	11,708		
Number of local passengers carried, -	238,792		
Total number of passengers carried, -	250,500		
Total passenger mileage, or passengers carried one mile,	8,990,818		
Average distance traveled by each passenger, -	36		
Average amount received from each passenger, -			\$0 90
Average rate of fare per mile for through passengers, -			01.95
Average rate of fare per mile for local passengers, -			02.62
Average rate of fare per mile for all passengers, -			02.50

Freight Traffic.

Number of tons of through freight carried,	222,220		
Number of tons of local freight carried, -	312,900		
Total tons of freight carried, -	535,120		
Total mileage of through freight, -	33,304,403		
Total mileage of local freight, -	22,830,848		
Total freight mileage, or tons carried one mile,	56,135,251		
Average ton haul for through freight, -	150		
Average ton haul for local freight, -	73		
Average ton haul for all freight, -	105		
Average amount received for each ton haul, -			1.34
Average rate per ton per mile, received for through freight, -			00.944
Average rate per ton per mile, received for local freight, -			01.763
Average rate per ton per mile, received for all freight, -			01.277

Freight Forwarded at Michigan Stations.

	Forwarded, Tons.
Grain, -	37
Flour, -	3
Provisions (beef, pork, lard, etc.), -	67
Animals, -	82
Lumber and forest products, -	548
Ores, -	48,418
Stone, brick and sand, -	403
Manufactures,—articles shipped from point of production, -	83
Merchandise and other articles not enumerated above, -	711
Total forwarded, -	50,352

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain, - - - - -	50,292	9.40
Flour, - - - - -	6,729	1.26
Provisions (beef, pork, lard, etc.), - - - - -	9,958	1.86
Animals, - - - - -	4,258	.80
Lumber and forest products, - - - - -	204,353	38.19
Coal, - - - - -	31,852	5.95
Salt, - - - - -	5,185	.97
Iron and castings, - - - - -	28,114	5.25
Ores, - - - - -	82,871	15.49
Stone, brick and sand, - - - - -	23,688	4.42
Manufactures,—articles shipped from point of production, - - - - -	22,220	4.15
Merchandise and other articles not enumerated above, - - - - -	65,600	12.26
Total tons carried, - - - - -	535,120	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

The American Express Company.

Do a regular express business, paying a rate per month up to a certain weight per day, and on excess over this fixed weight a rate per 100 pounds. The Railroad Company keeps cars in repair and running order, and takes and delivers the Express Company's freight at the Railroad Company's depots.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?

300.50 miles; owned half by the Railroad Company and half by the Western Union Telegraph Company.

TRANSPORTATION COMPANIES.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other than the exclusive property of your own or some other railroad company have been in use on your road, in the State of Michigan, during the year, on what terms respectively, and if rented by you or allowed mileage between local points in this State, the amount paid for the use of such cars during the period under report?

Pullman's Palace Car Co., Chicago, Ill., mileage, - - - \$180 66

Fast Freight Lines.

To what fast freight lines or other transportation companies, running cars upon your road, not the exclusive property of any railroad company paying taxes in this State upon its gross receipts, have you paid car mileage or car rentals, for the use of such cars, while in use for traffic between local points in this State, and what was the amount of such car rental or mileage paid?

No fast freight line cars were used in traffic between local points in Michigan.

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

None.

INJURED.

None.

STATE OF WISCONSIN, }
COUNTY OF MILWAUKEE, } ss.

James C. Spencer, Vice President, and Robert Toombs, Auditor, of the Milwaukee & Northern Railroad Co., being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

J. C. SPENCER.

R. TOOMBS, *Auditor.*

Subscribed and sworn to before me this 3d day of April, A. D. 1888.

PHILIP D. KENNEDY,

Notary Public, Milwaukee Co., Wis.

ANNUAL REPORT
OF THE
FLINT & PERE MARQUETTE RAILROAD COMPANY,
For the Year ending December 31, 1887.

[Filed April 11, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, W. W. CRAPO, New Bedford.
Vice President and General Manager, H. C. POTTER, East Saginaw.
Secretary and Treasurer, H. C. POTTER, JR., East Saginaw.
Auditor, GILBERT W. LEDLIE, East Saginaw.
Assistant General Manager, DAVID EDWARDS, East Saginaw.
Superintendent, S. KEELER, East Saginaw.
Assistant Superintendent, WM. F. POTTER, East Saginaw.
Chief Engineer, WM. B. SEARS, East Saginaw.
Superintendent of Telegraph, C. S. CHENEY, East Saginaw.
General Freight Agent, A. PATRIARCHE, East Saginaw.
Attorney, WM. L. WEBBER, East Saginaw.

DIRECTORS.

ALFRED M. HOYT, New York.
CORNELIUS D. WOOD, New York.
SAMUEL N. HOYT, New York.
WM. W. CRAPO, New Bedford, Mass.
FRANCIS HATHAWAY, New Bedford, Mass.
LOREN SNOW, New Bedford, Mass.
ABRAM G. BROWER, Utica, N. Y.
LEWIS PIERCE, Portland, Me.
H. C. POTTER, East Saginaw, Mich.
WM. L. WEBBER, East Saginaw, Mich.
H. C. POTTER, JR., East Saginaw, Mich.

Term expires third Wednesday in May.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed, —August 31, 1890.

Number of stockholders at date of last election, - - - - - 1,227

Number of stockholders in Michigan at same date, - - - - - 14

Amount of full paid stock held in Michigan at same date, - - - - - \$159,700 00

Date of annual meeting of stockholders, —Third Wednesday in May.

Fiscal year of Company ends December 31.

General offices of the Company are located at East Saginaw.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$2,433,536 78
Total expenses, including taxes, - - - - -	\$1,671,018 94	
Net income, - - - - -	- - - - -	\$762,517 84
Interest on funded debt, - - - - -	334,057 33	
Balance applicable to dividends, - - - - -	- - - - -	428,460 51
Dividends declared (6½ per cent), - - - - -	422,500 00	
Balance for the year, - - - - -	- - - - -	5,960 51
Balance (profit and loss) last year, - - - - -	- - - - -	20,352 07
Balance forward to next year, - - - - -	26,312 58	
	\$26,312 58	\$26,312 58

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$6,500,000 00
Par value of shares, - - - - - \$100 00	
No. of shares issued, - - - - - 65,000	
Amount paid in on preferred, - - - - -	\$6,500,000 00
Total amount paid in as per books of the Company, -	6,500,000 00
Paid in per mile of road owned by Company,	
—miles, 337.04, - - - - -	\$19,285 54

GENERAL BALANCE SHEET,—Dr.

Construction account, }	Less credits, -	\$11,276,259 02	
Equipment account, }			
Other investments (specifying same):			
F. & P. M. steamers, 1, 2, and 3,	-	192,262 09	
Account construction steamer, 4,	-	14,950 00	
Stock in F. & P. M. R. R.,	-	158,000 00	
Stock in Manistee R. R.,	-	400,000 00	
Dining room and laundry,	-	5,201 74	
			\$12,046,672 85
Cash items:			
Cash,	-	\$274,164 99	
Due from agents,	-	51,277 46	
			325,442 45
Other assets:			
Materials and supplies,	-	\$150,861 60	
Sinking funds,	-	4,500 00	
Debit balance from companies and individuals,	-	117,840 42	
Advances Manistee R. R.,	-	112,423 78	
Trustee real estate,	-	15,000 00	
Equipment renewals,	-	29,167 06	
Saginaw Car Trust Co.,	-	401,722 20	
			831,515 06
Total,	-	-	\$13,203,630 36

GENERAL BALANCE SHEET,—Cr.

Capital stock,	-	\$6,500,000 00	
Funded debt,	-	5,509,000 00	
			\$12,009,000 00
Unfunded debt:			
Interest unpaid,	-	\$66,285 00	
Dividends unpaid,	-	227,500 00	
Notes payable,	-	511,113 01	
Vouchers and accounts,	-	363,419 77	
			1,168,317 78
Profit and loss or income accounts,	-	-	26,312 58
Total,	-	-	\$13,203,630 36

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment,	-	\$11,276,259 02
Average cost per mile of road (not including sidings),		
—337.04 miles,	-	33,456 73
Proportion of cost for Michigan,	-	11,276,259 02

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

MAIN LINE.

Extensions,	-	-	-	-	-	-	-	-	\$110,611 61
New buildings,	-	-	-	-	-	-	-	-	10,909 07
New fences,	-	-	-	-	-	-	-	-	157 02
New cars,	-	-	-	-	-	-	-	-	1,260 86
Total,	-	-	-	-	-	-	-	-	<u>\$122,938 56</u>

BRANCHES.

Extensions,	-	-	-	-	-	-	\$24,859 22	
New buildings,	-	-	-	-	-	-	462 96	
New fences,	-	-	-	-	-	-	292 19	
Total,	-	-	-	-	-	-	-	<u>25,614 37</u>
Total charges to property account as above,	-	-	-	-	-	-	-	<u>\$148,552 93</u>
Property sold and credited,	-	-	-	-	-	-	-	<u>3,038 24</u>
Net addition to property account,	-	-	-	-	-	-	-	<u>\$145,514 69</u>

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches:

Local fares,	-	-	-	-	-	-	-	\$665,347 46
Through fares,	-	-	-	-	-	-	-	23,328 11
Total passenger fares,	-	-	-	-	-	-	-	<u>\$788,675 57</u>
Express and baggage,	-	-	-	-	-	-	-	28,897 32
Mails,	-	-	-	-	-	-	-	38,242 38
Total passenger earnings,	-	-	-	-	-	-	-	<u>\$755,815 27</u>
Proportion for Michigan,	-	-	-	-	-	-	\$755,815 27	
Per train mile,	-	-	-	-	-	-	0 89	
Per mile of road,	-	-	-	-	-	-	2,106 37	

FREIGHT EARNINGS.

Main line and branches:

Local traffic,	-	-	-	-	-	\$1,488,794 52	
Through traffic,	-	-	-	-	-	118,682 14	
Total traffic,	-	-	-	-	-	<u>\$1,607,476 66</u>	
Total freight earnings,	-	-	-	-	-	-	<u>\$1,607,476 66</u>

Proportion for Michigan, - - -	\$1,607,476 66	
Per train mile, - - -	1 31	
Per mile of road, - - -	4,421 36	
Total transportation earnings, - - -		\$2,363,291 93
Transportation earnings per mile of road, -	\$7,011 90	
Transportation earnings per train mile, -	1 14	
Miscellaneous receipts from operating account, other than for transportation, as follows:		
From other sources, - - -	628 16	
Total, - - -		628 16
Total earnings from operation of road, - - -		\$2,363,920 09
Total earnings per mile of road, - - -	\$6,500 23	
Total earnings per train mile, - - -	1 14	
Proportion of taxable earnings for Michigan, -	2,363,920 09	
Total taxable earnings per mile of road in 'Michigan, - - -	6,500 23	
Income other than from earnings:		
Rents, - - -	2,151 75	
Interest on balances, - - -	4,863 39	
Net earnings steamers, - - -	62,601 55	
		69,616 69
Total income from all sources, - - -		\$2,433,536 78
Proportion of income for Michigan, - - -	\$2,433,536 78	

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track, - - -	\$173,655 84
Renewals of rails, - - -	61,036 86
Renewals of ties, - - -	28,531 65
Repairs of bridges, including culverts and cattle guards, -	29,890 03
Repairs of fences, road crossings, and signs, - - -	18,665 20
Repairs of buildings, - - -	24,459 76
Repairs of shop, tools and machinery, - - -	5,981 71
Boarding cars, - - -	410 57
Total, - - -	\$342,639 62

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - -	\$100,224 74
Repairs of passenger cars, - - -	48,114 65

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FLINT & PERE MARQUETTE RAILROAD CO.

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Repairs of freight cars, - - - - -	\$92,481 90
Equipment renewals, - - - - -	60,827 10
Total, - - - - -	<u>\$301,648 39</u>

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives. - - - - -	\$159,766 97
Water supply, - - - - -	11,163 18
Oil and waste, - - - - -	26,807 51
Locomotive service, - - - - -	161,694 81
Passenger train service, - - - - -	61,681 21
Passenger train supplies, - - - - -	5,938 68
Mileage of passenger cars, - - - - -	1,004 64
Freight train service, - - - - -	140,421 44
Freight train supplies, - - - - -	3,516 81
Mileage of freight cars, - - - - -	14,960 55
Telegraph expenses (maintenance and operating), - - - - -	21,028 32
Damage and loss of freight and baggage, - - - - -	1,298 24
Damages to property and cattle, - - - - -	3,501 35
Personal injuries, - - - - -	9,061 85
Agents and station service, - - - - -	174,324 33
Station supplies, - - - - -	11,332 07
Total, - - - - -	<u>\$807,501 96</u>

CLASS 4.—*General Expenses.*

Salaries of the general officers of the Company, - - - - -	\$38,800 60
Salaries of clerks in general offices, - - - - -	33,499 15
Law expenses, - - - - -	15,104 42
Insurance, - - - - -	3,414 99
Stationery and printing, - - - - -	11,009 39
Outside agencies and advertising, - - - - -	13,013 89
Contingencies, - - - - -	16,783 48
Taxes, - - - - -	58,565 82
Track rental, - - - - -	17,051 75
Engineering, - - - - -	4,400 36
Total, - - - - -	<u>\$211,643 85</u>

RECAPITULATION OF EXPENSES.

	Per Cent of Expenses.	
Maintenance of way and buildings, - - - - -	20.51	\$342,639 62
Maintenance of motive power and cars, - - - - -	18.05	301,648 39
Conducting transportation, - - - - -	48.77	815,001 96
General expenses, including taxes, - - - - -	12.67	211,643 85
Total operating expenses and taxes, - - - - -	100.00	<u>\$1,670,933 82</u>

Operating expenses and taxes per mile of road, . \$4,595 90

Operating expenses and taxes per train mile run,
for trains earning revenue (2,066,698 miles), . 0 81

Proportion of operating expenses and taxes for
Michigan:

Main line, 1,670,933 82

Total proportion of expenses for Michigan, . . . \$1,670,933 82

Percentage of expenses to earnings, . 68.66

Net earnings per mile of road, . . . \$2,097 54

Net earnings per train mile, . . . 36

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
From Monroe to Ludington, December 1st, 1874.

MAIN LINE.

In Michigan:

From Monroe to Ludington, . . . 253 34

Total length completed, . . . 253 34

BRANCHES.

Flint River, from Flint River Junction to Fostoria, . 19 51

St. Clair, from Saginaw City Junction to South Sag-
inaw, . . . 4 65

Bay City, from East Saginaw to Bay City, . 12 68

East Saginaw & Mt. Pleasant, from Coleman to Mt.
Pleasant, . . . 14 51

Saginaw & Clare Co., from Clare to Meredith, . 32 35

Total length of branches owned by Company, . . . 83 70

Total length of branches owned by Company in Mich-
gan, . . . 83 70

Total length of road belonging to this Company, . . . 337 04

Total length of road belonging to this Company in
Michigan, . . . 337 04

Aggregate length in Michigan of sidings, spurs and other
tracks not above enumerated, . . . 214 72

Aggregate length of tracks in Michigan belonging to
this Company, computed as single track, . . . 551 76

Gauge of track, 4 feet 8½ inches.

Proprietary or Leased Roads Operated by this Company.

							Total Miles. In Michigan.	
Name, description, and length of each:								
Manistee R. R.,	-	-	-	-	-	-	26 53	26 53
Manistee R. R. sidings,	-	-	-	-	-	-	9 46	
Total,							35 99	
Total miles operated by the Company,							363 57	363 57

Number of Bridges and Trestles in Michigan.

Wooden bridges, Howe truss, No. of, 21 ; aggregate length, feet,	2,027½
Iron bridges, number of, 2 ; aggregate length, feet,	338
Combination bridges, number of, 7 ; aggregate length, feet,	685
* Wooden trestles, number of, 85 ; aggregate length, feet,	13,569
Total, - - - - 115 ; - - - -	16,569½

Draw Bridges in Michigan.

How many on your line?

One bridge, two draw spans.

Where located, when built, and length of draw span :

East Saginaw.

Built originally 1867, rebuilt 1876.

One span, 170 ; one span, 145.

Character of structure :

Howe truss.

Material of which constructed :

Wood.

Height above water, and depth of water under bridge :

Fifteen feet.

How swung, by engine or hand power?

Hand.

Approaches, straight or curved ?

Curve west side of river.

Do you require all trains to come to full stop before crossing draw, and how are they signaled?

All come to a stop. Signaled by hand.

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?

L. S. & M. S. R. R., at Carlton.

Wabash, St. L. & Pac. R. R., at Romulus.

Michigan Central R. R. at Wayne, East Saginaw, Saginaw City Junction, Saginaw City, Bay City, and Otter Lake.

Detroit, Lansing & Northern R. R., at Plymouth.

Grand Trunk Air Line R. R., at Wixom.

* Total number exclusively trestle, 58.....	4,938 {	13,569
Total number trestle connecting with truss bridge, 27.....	8,636 }	

Detroit, Grand Haven & Milwaukee R. R., at Holly.

Chicago & Grand Trunk R. R., at Flint.

Tittabawassee & Hope R. R., at Averill.

Toledo A. A. & Cadillac R. R., at Olare.

Grand Rapids & Indiana R. R., at Reed City.

Lake County R. R., at Branch.

Manistee & Luther R. R., at East Lake.

What railroads cross your road either over or under your grade in this State, and where?

None.

At what crossings are interlocking and derailing switches in operation?

Michigan Central R. R., Saginaw City.

What pattern or patterns have you adopted?

Union Switch & Signal Company's.

Number of crossings of highways at grade in this State, - 442

Number of crossings of highways at grade in this State at which there are gates or flagmen, - 14

Number of crossings at which there are electric or automatic signals, - None.

Number of crossings of highways over or under railroad (over, 2; under, 7), - 9

Number of highway bridges, less than 18 feet above track, - 2

Have safety guards been erected at over-head obstructions? - Yes.

Are your frogs and guard rails blocked as required by Act No. 174, Session Laws of 1883?

Yes.

How are they treated?

Blocked with the Hart foot guard.

Stations.

Number of stations on whole line, - 93

Same in Michigan, - 93

Employés.

Number of persons regularly employed on all roads operated by Company, including officials, - 1,950

Same in Michigan, - 1,950

Classify your employés as per following list :

	Number.
Baggagemen, - - - - -	18
Brakemen, - - - - -	140
Conductors, - - - - -	79
Engineers, - - - - -	91
Firemen, - - - - -	92
Laborers, - - - - -	665
Shopmen, - - - - -	370
Yardmen, - - - - -	74
Others, - - - - -	421

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you?	- - - - -	541.15
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed:		
Clare county, - - - - -	- - - - -	40.00
Isabella county, - - - - -	- - - - -	9.00
Mason county, - - - - -	- - - - -	20.00
Lake county, - - - - -	- - - - -	10.00
Manistee county, - - - - -	- - - - -	7.37
Osceola county, - - - - -	- - - - -	2.50
Total miles, - - - - -	- - - - -	<hr/> 88.87

Road Bed and Track.

Number of track sections in Michigan, - - - - -	- - - - -	77
Average length of sections (miles), - - - - -	- - - - -	5
Average number of men in each section gang, - - - - -	- - - - -	4
Number of new ties put in whole line during the year, - - - - -	- - - - -	195,606
Number of new ties put in track in Michigan, - - - - -	- - - - -	195,606
Average number of new ties per mile of road, - - - - -	- - - - -	,524
New rails put in track:		
Iron [tons —], miles, - - - - -	- - - - -	None.
Steel [tons, 1,982 70-lb. rail, 1,217 56-lb. rail], miles, - - - - -	- - - - -	31.83
Total miles of track laid with new rails, - - - - -	- - - - -	31.83

Bridges and Culverts.

Amount of trestle work replaced with earth during the year (linear feet), - - - - -	- - - - -	24
Timber culverts replaced during the year, - - - - -	- - - - -	14
With stone,—number, - - - - -	- - - - -	4
With iron pipe,—number, - - - - -	- - - - -	10
Timber used in culverts and cattle guards,—feet, - - - - -	- - - - -	90,604
New bridges built during the year, - - - - -	- - - - -	12
Used 265,354 feet, B. M. of timber.		

Location.	Kind.	Material.	Month Built.	Feet in Length.
Northville	Piles.....	Wood.....	November.....	21
Novi.....	Bents	Wood.....	November ...	79
Novi.....	Bents	Wood.....	November ...	
Novi.....	Bents	Wood.....	November....	
Milford.....	Girder	Iron	July.....	170
Holly.....	Piles	Wood.....	July.....	105
Forman	Piles	Wood	September....	50
Amber.....	Piles	Wood	August.....	56
Genesee.....	Piles	Wood	February	52
Clare.....	Piles (truss, 46 ft., 7)	Wood	December.....	563
Clare.....	Piles	Wood	December.....	.....
Saginaw city.....	Piles (truss, 36 ft., 7)	Wood	January.....	75
Total.....				1,171

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of more than 30 tons weight, exclusive of tender, - - - - -	70	\$433,500 00
Number of locomotives of 20 to 30 tons weight, exclusive of tender, - - - - -	10	45,000 00
Total, - - - - -	80	\$478,500 00
Number of passenger cars—12-wheel, including official cars, - - - - -	2	16,800 00
Number of passenger cars—8-wheel, including official cars, - - - - -	64	226,860 00
Number of express and baggage cars, - - - - -	17	36,955 00
Number of box freight cars, - - - - -	1,497	689,723 73
Number of stock cars, - - - - -	8	2,280 00
Number of platform cars, - - - - -	1,334	494,346 36
Number of conductors' way cars, - - - - -	6	1,710 00
Other cars as follows:		
Cabin, 32; hand cars, 106; lorrie, 82; boarding, 7; tool, 1; pile driver, 1; derrick, 1; excava- tor, 1; snow plows, 4, - - - - -	235	35,055 00
Total, - - - - -	2,963	\$1,982,230 09
Number of locomotives equipped with power brakes,	28	
Number of passenger-train cars equipped with power brakes, - - - - -	83	

What patterns of power brakes have you in use, and
number of locomotives and cars with each?

Westinghouse automatic.

Are your freight cars being equipped with automatic couplers
as required by Act No. 147, Session Laws of 1885? - -

Yes.

What pattern or patterns have you adopted for use?

Marks.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

Miles run by passenger trains during the year, - - -	845,064
Miles run by freight trains during the year, - - -	1,221,634
Total mileage of trains earning revenue, - - -	2,066,698

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of through passengers carried, -	9,531		
Number of local passengers carried, -	896,931		
Total number of passengers carried, -	906,462		

Total passenger mileage, or passengers carried one mile,	25,395,540
Average distance traveled by each passenger, - -	28
Average amount received from each passenger, - -	\$0 74
Average rate of fare per mile for through passengers, - -	02.326
Average rate of fare per mile for local passengers, - -	02.669
Average rate of fare per mile for all passengers, - -	02.656

Freight Traffic.

Number of tons of through freight carried, -	101,027
Number of tons of local freight carried, -	1,678,519
Total tons of freight carried, - -	1,779,546

Total mileage of through freight, - - -	16,547,471
Total mileage of local freight, - - -	109,363,776

Total freight mileage, or tons carried one mile,	125,911,247
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Average ton haul for through freight, - - -	164
Average ton haul for local freight, - - -	65
Average ton haul for all freight, - - -	71
Average amount received for each ton haul, - -	\$0 90.3
Average rate per ton per mile, received for through freight, - -	00.717
Average rate per ton per mile, received for local freight, - -	01.361
Average rate per ton per mile, received for all freight, - -	01.217

Freight Forwarded at Michigan Stations.

	Forwarded, Tons.
Grain, - - - - -	27,434
Flour, - - - - -	10,917
Provisions (beef, pork, lard, etc.), - - - - -	43,608
Animals, - - - - -	7,476
Lumber and forest products, - - - - -	1,256,313
Coal, - - - - -	16,162
Plaster, lime and cement, - - - - -	557
Salt, - - - - -	205,907
Stone, brick and sand, - - - - -	18,666
Manufactures,—articles shipped from point of production, - - - - -	17,471
Merchandise and other articles not enumerated above, - - - - -	143,610
Total forwarded, - - - - -	1,748,121

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain, - - - - -	35,359	1.88
Flour, - - - - -	52,787	2.80
Provisions (beef, pork, lard, etc.), - - - - -	52,994	2.82
Animals, - - - - -	8,926	0.48
Lumber and forest products, - - - - -	1,256,429	66.80
Coal, - - - - -	42,212	2.25
Plaster, lime and cement, - - - - -	808	0.04
Salt, - - - - -	205,907	10.94
Stone, brick and sand, - - - - -	18,666	0.99
Manufactures,—articles shipped from point of production, - - - - -	20,116	1.07
Merchandise and other articles not enumerated above, - - - - -	186,766	9.93
Total tons carried, - - - - -	1,880,970	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?
American Express Company.
One and one-half first class.
Handle their own freight.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?
Miles, 361. Western Union Telegraph Company.

TRANSPORTATION COMPANIES.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other than the exclusive property of your own or some other railroad company have been in use on your road, in the State of Michigan, during the year, on what terms respectively, and if rented by you or allowed mileage between local points in this State, the amount paid for the use of such cars during the period under report?

Pullman Car Company, Detroit, Mich., \$1,004.64.

Fast Freight Lines.

To what fast freight lines or other transportation companies, running cars upon your road, not the exclusive property of any railroad company paying taxes in this State upon its gross receipts, have you paid car mileage or car rentals, for the use of such cars, while in use for traffic between local points in this State, and what was the amount of such car rental or mileage paid ?

F. & P. M., "C. E. L.," Detroit, Mich.,	\$124 06
F. & P. M., "G. E. L.," Detroit, Mich.,	51 45
N. D. L., "N. C. Co.," St. Albans, Vt.,	773 93
N. D. L., "O. B. & L. Refrig.," St. Albans, Vt.,	88 09
Merchants' Despatch, New York City,	4,160 34
Union Tank Line, New York City,	463 37
Cont. Oil Co, New York City,	2 99
Col. & H. Coal and Iron Co., Columbus, Ohio,	397 92
West Mich. Equipment Co., Muskegon, Mich.,	7 10
Amer. Refrig. Trans. Co., St. Louis, Mo.,	21 26
Lock Line Tiff Refrig., Buffalo, N. Y.,	13 99
Swift Refrig., C. E. Line, Chicago, Ill.,	86 02
Tiff Refrig., C. E. Line, Buffalo, N. Y.,	26 43
Ohio Coal Exc., Columbus, Ohio,	1 97
J. Ellsworth & Co., Chicago, Ill.,	4 59
Grossell Chemical Co., Cleveland, Ohio,	2 04
Atlanta S. Coal & Lumber Line, Atlanta, Ga.,	3 48
E. C. Walker, E. & N. S., Detroit, Mich.,	8 32
Armour Refrig. Line, Chicago, Ill.,	3 66
Ames Pal. Horse Car Co., Buffalo, N. Y.,	10 80
G. H. H. F. Car Line, Louisville, Ky.,	1 74
N. M. & Co. Refrig. Line, Chicago, Ill.,	50
Harrison Wagon Co., Grand Rapids, Mich.,	87
J. Cummer & Son, Grand Rapids, Mich.,	1 89
Cummer Lum. Co., Grand Rapids, Mich.,	3 17
Bousfield & Co., B. & Co., Bay City, Mich.,	4 80
Burton Stock Car Co., Boston, Mass.,	36
Anglo Amer. Prov. Co., Chicago, Ill.,	68
S. Cupples, Wood Ware Co., Grand Rapids, Mich.,	1 38
Union Iron Co., Detroit, Mich.,	267 87
Total,	6,535 07

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

February 11. Geo. W. Phillips, brakeman, J. L. & S. crossing, fell from train.

February 21. Jno. Scanlan, switchman, Flint, pulling pin, fell, run over; verdict, accidental.

March 19. Nelson Brewer, brakeman, Attwoods, pinched between logs, died March 21.

May 18. Jos. Hlinak, wiper, East Saginaw, walking on track, struck by engine and killed.

May 28. Frank Hammond, brakeman, New Boston, leg and foot run over, coupling, died June 2.

June 3. Susie Bird, school teacher, Milford, crossing between cars over draw-bars

June 11. Frank Monaghan, trespasser, North Saginaw, intoxicated and lying on track.

July 11. Gus. Anderson, track repairer, Ludington, hurt internally by handle of hand car, died July 17.

August 11. Pat. Corbett, trespasser, Birch Run, sitting between rails on track.

October 5. Clement Rabe, wiper, East Saginaw, walking on track.

October 13. M. Bohosky, switchman, Flint, hanging to side of car and struck by target.

October 18. Joseph Peters, trespasser, Custer, intoxicated and asleep on track.

December 7. Frank Baker, Holly, crossing track in front of engine.

December 21. Orlando Fleming, brakeman, Frost, fell from end of flat car, uncoupling.

INJURED.

January 8. Hugh Collins, brakeman, Levington siding, hand badly bruised, coupling; carelessness.

January 11. Grant Dugan, brakeman, Reed City, end of finger broken off, coupling; carelessness.

February 10. E. E. Funchson and Fred. Deckman, switchmen, and Wm. B. Edwards, yardmaster, Flint, all slightly injured; were on car which climbed the rail and tipped, throwing them off.

February 28. Anton Wesmeroski, Bay City, jumped from coach, intoxicated, arm broken, etc.

March 4. Fred Hill, brakeman, Olio, hand injured, coupling.

March 5. Rufus Darling, brakeman, Northville, fell from engine, shoulder blade broken.

March 6. Guy Abrams, woodsman, Levington siding, getting on train in motion; head cut, etc.

March 8. H. Hammond, brakeman, Lake, getting on log train in motion, leg injured, died March 19.

March 18. Louise Reptka, Midland, on track with suicidal intent, bad scalp wound, etc.

March 22. Geo. W. Furness, brakeman, Lake, lost hand, coupling.

April 4. Wm. Crandell, brakeman, Branch, fell from cars, right leg run over.

April 29. Martin Donohue, brakeman, No. Saginaw, two fingers hurt, coupling.

May 12. Frank Crandell, brakeman, Milford, fell from box car, bruised.

June 28. F. W. Sayer, switchman, East Saginaw, leg hurt, explosion of track torpedo.

June 30. Andrew Bohoskey, switchman, Flint, one finger injured, coupling.

July 1. Orlando Fleming, brakeman, Eddy branch, collar bone broken, coupling.

July 2. George Peterson, Indian, Stronach, scalp wound, intoxicated on track.

July 2. Thos. Haley, trespasser, Midland, right arm dislocated, walking on track.

July 8. Neil Elliott, switchman, East Saginaw, one finger injured, coupling.

July 10. Frank Conger, brakeman, Lake, dislocated shoulder jumping from logs rolling from car.

July 13. Jas. H. Dyer, brakeman, Lake, two toes hurt getting on car in motion.

July 16. Edward McGuire, section hand, No. Saginaw, leg hurt getting on locomotive in motion.

July 20. Bruce Brown, brakeman, Evart, lost hand, coupling. ◆

July 25. N. H. Slade, yardman, Bay City, head cut, coupling.

July 31. Tim. McCarty, brakeman, Flint, foot hurt jumping from engine.

August 3. Burt Mann, brakeman, New Boston, leg broken, etc., fell from train.

August 29. Wm. Carroll, bridge carpenter, Amber, fracture jaw bone, driving piles.

August 30. Wm. Clark, Manistee Junction, lost an arm getting on moving train, intoxicated.

September 25. Geo. Dunham, farmer, East Saginaw, arm broken, etc., driving across track, died Oct. 3.

October 10. Frank Sayer, switchman, No. Saginaw, foot injured getting on engine.

October 17. Wm. P. Green, conductor, Holly, two fingers hurt, coupling.

October 22. Thos. Foster, brakeman, Chase, two fingers hurt, coupling.

October 22. Robert Hardy, brakeman, Harrison Junction, lost foot, fell between cars.

October 29. Milo Clinton, switchman, Houghton Lake branch, hurt in head, fell from hand car.

October 29. Godfrey Bend, switchmen, Houghton Lake branch, collar bone broken, fell from hand car.

October 31. S. Stewart, Flint, head cut trying to get on train in motion.

December 11. C. F. Budlo, brakeman, Chase, one finger injured, coupling.

December 14. T. U. Carver, brakeman, Midland, one finger injured, coupling.

December 17. P. I. Schafer, switchman, Bay City, two fingers injured, coupling.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accident.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions					2	
Coupling cars.....		4			13	
Derailments.....						
Falling from trains		1		1	5	
Frogs.....						
Getting on and off trains.....		1		1	5	1
Highway crossings.....						1
Miscellaneous.....		2			8	
Overhead obstructions.....						
Trespassers on trains						1
Trespassers on tracks		1	5			4
Total		9	5	2	33	7

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year,	-	-	-	-	14
Number of persons injured during the year,	-	-	-	-	42
Number of casualties purely accidental,	-	-	-	-	10
Number resulting from lack of caution, carelessness, or misconduct,	-	-	-	-	34
Persons killed or injured while intoxicated,	-	-	-	-	5
Trespassers and tramps killed or injured,	-	-	-	-	7
Suicides,	-	-	-	-	—

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employes.	Killed.	Injured.	Total.
Baggagemen.....			
Brakemen	4	20	24
Conductors		1	1
Engineers.....			
Firemen.....			
Laborers.....	1	4	5
Shopmen.....	2		2
Yardmen.....		2	2
Not classified above.....	2	6	8
Total.....	9	33	42

STATE OF MICHIGAN, }
COUNTY OF SAGINAW, } ss.

H. C. Potter, Vice President, and General Manager, and Gilbert W. Ledlie, Auditor, of the Flint and Pere Marquette Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

HENRY C. POTTER,

Vice President and General Manager.

GILBERT W. LEDLIE,

Auditor.

Subscribed and sworn to before me this 10th day of April, A. D. 1888.

[L. S.]

JAMES G. HARRIS,

Notary Public.

ANNUAL REPORT
OF THE
SAGINAW & CLARE COUNTY RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed April 11, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, H. C. POTTER, East Saginaw.
Secretary, E. SAUNDERS, East Saginaw.
Treasurer, H. C. POTTER, East Saginaw.

DIRECTORS.

H. C. POTTER, East Saginaw, Mich.
W. L. WEBBER, East Saginaw, Mich.
S. KEELER, East Saginaw, Mich.
W. F. POTTER, East Saginaw, Mich.
E. SAUNDERS, East Saginaw, Mich.

Term expires June 7th.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—September 4, 1887.

Number of stockholders at date of last election,	- - - - -	8
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Number of stockholders in Michigan at same date,	- - - - -	8
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Amount of full paid stock held in Michigan at same date,	- . .	\$1,035
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Date of annual meeting of stockholders,—June 7.

Fiscal year of Company ends December 31.

General offices of the Company are located at East Saginaw, Mich.

REMARKS.

This road is owned and operated by the Flint & Pere Marquette Railroad Co., and its construction and operating accounts are included with that corporation's report.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$500,000 00
Par value of shares,	- - - 100 00	
Amount paid in on common,	- - - \$1,035 00	
Total amount paid in, as per books of the Company,	-	1,035 00
Paid in per mile of road owned by Com-		
pany,—Miles, 32.35,	- - - - -	\$32 00

ANALYSIS OF DEBT ACCOUNTS.

Total amount of stock and debt,	- - - - -	\$1,035 00
Stock and debt per mile of road,	- - - - -	32 00

COST OF ROAD AND EQUIPMENT.

Total cost for Construction and Equipment of Road, and Branches Built by Company.

Included in the report of the Flint & Pere Marquette Railroad Co.

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
December, 1887.

MAIN LINE.

		Miles. 100ths.	Miles. 100ths.
Length completed in Michigan,	- - - - -	32 35	
Total length completed,	- - - - -	- -	32 35
Total length of road belonging to this Company,	- - - - -	- -	32 35
Total length of road belonging to this Company in Michigan,	- - - - -	32 35	

	Miles. 100ths.	Miles. 100ths.
Aggregate length of sidings, spurs and other tracks not above enumerated, - - - - -	- -	45 80
Same in Michigan, - - - - -	45 80	
Aggregate length of tracks belonging to this Company, computed as single track, - - - - -	- -	78 15
Same in Michigan, - - - - -	78 15	
Gauge of track, 4 feet 8½ inches.		

STATE OF MICHIGAN, }
COUNTY OF SAGINAW, } ss.

H. C. Potter, President, of the Saginaw & Clare County Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of his knowledge and belief.

[L. S. OF R. R.] Signed,

H. C. POTTER, *President.*

Subscribed and sworn to before me this 10th day of April, A. D. 1888.

JAMES G. HARRIS,
Notary Public.

ANNUAL REPORT
OF THE
MANISTEE RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed April 11, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, H. C. POTTER, East Saginaw.

Secretary and Treasurer, H. C. POTTER, JR., East Saginaw.

DIRECTORS.

H. C. POTTER, East Saginaw, Mich.

W. L. WEBBER, East Saginaw, Mich.

H. C. POTTER, JR., East Saginaw, Mich.

A. W. NEWTON, East Saginaw, Mich.

D. EDWARDS, East Saginaw, Mich.

Term expires third Wednesday in May.

STOCKHOLDERS, STOCK, AND GENERAL OFFICES.

When chartered or articles of association filed,—June 19, 1880.

Number of stockholders at date of last election,	- - - - -	9
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Number of stockholders in Michigan at same date,	- - - - -	9
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Amount of full paid stock held in Michigan at same date,	- - -	\$400,000 00
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Date of annual meeting of stockholders,—Third Wednesday in May.

Fiscal year of Company ends December 31.

General offices of the Company are located at East Saginaw, Mich.

REMARKS.

This road is owned and operated by the Flint & Pere Marquette R. R. Co., and its operating accounts are included with the reports of that corporation.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$400,000 00
Par value of shares,	- \$100 00	
Average price received per share,	100 00	
No. of shares issued,	- 4,000	
Amount paid in on common,	- - \$400,000 00	
Total amount paid in, as per books of the Company,		- 400,000 00
Paid in per mile of road owned by Company,—		
miles, 26.53,	- - - - -	\$15,077 27

ANALYSIS OF DEBT ACCOUNTS.

UNFUNDED DEBT.

For What Incurred.	Is the Same to be Funded, or how Liquidated.	Amount.
For construction.....	\$112,423 78
For equipment.....	
For real estate	
For renewals.....	
For miscellaneous.....	
For current balances.....	
Total unfunded debt.....		\$112,423 78

RECAPITULATION.

Total funded debt,	- - - - -	None.
Total unfunded debt,	- - - - -	\$112,423 78
Total debt liabilities,		- \$112,423 78
Amount of debt liabilities per mile of road (26.53 miles),		- 4,237 60
Total amount of stock and debt,	- - - - -	512,423 78
Stock and debt per mile of road,	- - - - -	19,314 87

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road, and Branches Built by Company.		
Total expended for construction,	- - - - -	\$512,423 78
Average cost of construction per mile of road (not including sidings,—26.53 miles),	- - - - -	19,314 87
Proportion of cost of construction for Michigan,	- -	512,423 78

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
January 2, 1882.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
Length completed in Michigan, - - - -	26 53	
Total length completed, - - - -	- -	26 53
Total length of road belonging to this Company, -	- -	26 53
Total length of road belonging to this Company in Michigan, - - - -	26 53	
Aggregate length of sidings, spurs, and other tracks not above enumerated, - - - -	- -	9 46
Same in Michigan, - - - -	9 46	
Aggregate length of tracks belonging to this Company, computed as single track, - - - -	- -	35 99
Same in Michigan, - - - -	35 99	
Gauge of track, 4 feet 8½ inches.		

STATE OF MICHIGAN, }
COUNTY OF SAGINAW, } ss.

H. C. Potter, President of the Manistee Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the stock, debt, and other matters as therein contained of said Company on the thirty-first day of December, A. D. 1887, to the best of his knowledge and belief.

[L. S. OF R. R.]

Signed,

H. C. POTTER, *President.*

Subscribed and sworn to before me this 10th day of April, A. D. 1888.

JAMES G. HARRIS,

Notary Public.

ANNUAL REPORT
OF THE
SAGINAW & MT. PLEASANT RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed April 11, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, W. L. WEBBER, East Saginaw.
Vice President, H. C. POTTER, East Saginaw.
Secretary, A. W. NEWTON, East Saginaw.
Treasurer, H. C. POTTER, JR., East Saginaw.

DIRECTORS.

H. C. POTTER, East Saginaw, Mich.
W. L. WEBBER, East Saginaw, Mich.
D. EDWARDS, East Saginaw, Mich.
S. KEELER, East Saginaw, Mich.
A. W. NEWTON, East Saginaw, Mich.
H. C. POTTER, Jr., East Saginaw, Mich.
L. C. STORRS, East Saginaw, Mich.

Term expires June 7, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—March 25, 1879.

Number of stockholders at date of last election, - - - - -	9
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Number of stockholders in Michigan at same date, - - - - -	9
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Amount of full paid stock held in Michigan at same date, - - - - -	\$44,287 08
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Date of annual meeting of stockholders,—June 7.

Fiscal year of Company ends December 31.

General offices of the Company are located at East Saginaw, Mich.

REMARKS.

This road is owned and operated by the Flint and Pere Marquette Railroad Co., and its operating accounts are included with the report of that corporation.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$100,000 00
Par value of shares, - - -	\$100 00	
Amount paid in on common, - - -	\$44,287 06	
<hr/>		
Total amount paid in, as per books of the Company, -		44,287 06
Paid in per mile of road owned by Com-		
pany,—miles, 14.51, - - -	3,052 17	

ANALYSIS OF DEBT ACCOUNTS.

Total amount of stock and debt, - - -	44,287 06
Stock and debt per mile of road, 14.51 miles, - - -	3,052 17

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road, and Branches Built by Company,

Included with cost of Flint & Pere Marquette Railroad.

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
December 15, 1879.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
Length completed in Michigan, - - -	14 51	
<hr/>		
Total length completed, - - -	-	14 51
Total length of road belonging to this Company, -	-	14 51
Total length of road belonging to this Company in Michigan, - - -	14 51	
Aggregate length of sidings, spurs, and other tracks not above enumerated, - - -	-	1 23
Same in Michigan, - - -	1 23	
Aggregate length of tracks belonging to this Company, computed as single track, - - -	-	15 74
Same in Michigan, - - -	15 74	
Gauge of track 4 feet 8½ inches.		

STATE OF MICHIGAN, }
COUNTY OF SAGINAW, } ss.

H. O. Potter, Vice President of the Saginaw & Mt. Pleasant Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of his knowledge and belief.

[L. S. OF R. R.] Signed, H. O. POTTER, *Vice President.*

Subscribed and sworn to before me this 10th day of April, A. D. 1888.

JAMES G. HARRIS,
Notary Public.

ANNUAL REPORT
OF THE
CINCINNATI, WABASH & MICHIGAN RAILWAY COMPANY,
For the Year ending December 31, 1887.

[Filed April 12, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, J. H. WADE, Cleveland, Ohio.
Vice President, WM. BINGHAM, Cleveland, Ohio.
Secretary, W. S. JONES, Cleveland, Ohio.
Auditor, EDWIN D. WHEELOCK, Elkhart, Ind.
Treasurer, W. S. JONES, Cleveland, Ohio.
General Manager, NORMAN BECKLEY, Elkhart, Ind.
Superintendent, O. W. LAMPORT, Wabash, Ind.
Superintendent of Telegraph, W. A. CAUL, Wabash, Ind.
Cashier, LOUIS B. COOKE, Elkhart, Ind.
General Passenger Agent, EDGAR H. BECKLEY, Elkhart, Ind.
General Freight Agent, DARWIN F. COE, Elkhart, Ind.
Attorney, C. E. COWGILL, Wabash, Ind.

DIRECTORS.

J. H. WADE, Cleveland, Ohio.
H. B. PAYNE, Cleveland, Ohio.
WM. BINGHAM, Cleveland, Ohio.
R. E. MIX, Cleveland, Ohio.
C. P. LELAND, Cleveland, Ohio.
W. S. JONES, Cleveland, Ohio.
F. W. PELTON, Cleveland, Ohio.
JOHN NEWELL, Cleveland, Ohio.
NORMAN BECKLEY, Elkhart, Ind.
GEO. H. STAYNER, New York city.
HENRY S. IVES, New York city.

Term expires April, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—Reorganization April 14, 1880.

Number of stockholders at date of last election, - - - - - 40

Number of stockholders in Michigan at same date, - - - - - 3

Amount of full paid stock held in Michigan at same date, - - - - \$4,000 00

Date of annual meeting of stockholders,—Second Wednesday in April.

Fiscal year of Company ends December 31.

General offices of the Company are located at Elkhart, Ind.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$453,585 12
Total expenses, including taxes, - - - - -	\$348,596 44	
Net income, - - - - -	- - - - -	104,988 68
Interest on unfunded debt, - - - - -	\$40,696 76	
Balance applicable to dividends, - - - - -	- - - - -	64,291 92
Balance for the year, - - - - -	- - - - -	\$64,291 92
Balance last year, - - - - -	- - - - -	247,872 20
Items not included in above as follows:		
Profit and loss, - - - - -	\$37 75	
Balance forward to next year, - - - - -	312,126 37	
	\$312,164 12	\$312,164 12

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association.

No fixed amount.

Par value of shares, - - - - \$100 00

No. of shares issued, - - - - 20,433

Amount paid in on common, - - - - \$2,044,158 76

Total amount paid in, as per books of the Company, \$2,044,158 76

Paid in per mile of road owned by Company,—

miles, 164.4, - - - - \$12,434 05

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

No funded debt.

UNFUNDED DEBT.

For what Incurred.	Is the same to be Funded, or How Liquidated.	Amount.
For construction.....	\$812,379 29
For equipment.....	
For real estate.....	
For renewals.....	
For miscellaneous.....	
For current balances.....	128,058 82
Total unfunded debt.....		\$940,437 61

RECAPITULATION.

Total funded debt,	-	-	-	-	-	-	-	None.
Total unfunded debt,	-	-	-	-	-	-	-	\$940,437 61
Total debt liabilities,								\$940,447 61
Amount of debt liabilities per mile of road,—164.4 miles,								5,683 93
Total amount of stock and debt,	-	-	-	-	-	-	-	2,984,596 37
Stock and debt per mile of road,	-	-	-	-	-	-	-	18,117 98

GENERAL BALANCE SHEET,—Dr.

Construction account,	-	-	-	-	}	\$3,226,717 30	
Equipment account,	-	-	-	-			
Other investments (specifying same):							
Warsaw summer resort,	-	-	-	-		1,081 38	
Rushville Extension,	-	-	-	-		2,065 47	
						<hr/>	\$3,229,864 15
Cash items:							
Cash,	-	-	-	-	-	\$25,716 41	
Due from agents,	-	-	-	-	-	23,019 48	
						<hr/>	48,735 89
Other assets :							
Materials and supplies,	-	-	-	-		\$42,996 66	
Debit balances from companies and indi-							
viduals,	-	-	-	-	-	50,041 17	
						<hr/>	93,037 83
Total,	-	-	-	-	-	-	\$3,371,637 87

GENERAL BALANCE SHEET,—Cr.

Capital stock, - - - - -	\$2,044,158 76
Benton Harbor subsidies, - - - - -	74,915 13
Unfunded debt:	
Notes payable, - - - - -	\$812,379 29
Vouchers and accounts, - - - - -	128,058 32
	<hr/>
	940,437 61
Profit and loss, or income accounts, - - - - -	312,126 37
	<hr/>
Total, - - - - -	\$3,371,637 87

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment, - - -	\$3,226,717 30
Average cost per mile of road (not including sidings),—164.4	
miles, - - - - -	19,627 30
Proportion of cost for Michigan, 33.4, - - - - -	655,551 82

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

MAIN LINE.

Real estate, - - - - -	\$3,447 51
Second track, - - - - -	2,860 00
New buildings, - - - - -	2,765 28
New locomotives, - - - - -	7,900 00
New cars, - - - - -	31,597 26
	<hr/>
Total, - - - - -	\$48,570 05
 New telegraph line, - - - - -	 2,949 78
Treaty Creek Fill, - - - - -	1,901 58
Benton Harbor dock, - - - - -	2,449 25
	<hr/>
Total charges to property account as above, - - -	\$55,870 66
 Property sold and credited, - - - - -	 None.
Net addition to property account, - - - - -	55,870 66

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches:	
Local fares, - - - - -	\$171,379 15
Through fares, - - - - -	3,454 96
	<hr/>
Total passenger fares, - - - - -	\$174,834 11

Express and baggage, - - - -	\$4,676 05
Mails, - - - - -	10,700 88

Total passenger earnings, - - - - \$190,211 04

Proportion for Michigan, - - -	\$38,643 80
Per train mile, - - - - -	71
Per mile of road, - - - - -	1,157 00

FREIGHT EARNINGS.

Main line and branches:

Local traffic, - - - - -	\$211,867 39
Through traffic, - - - - -	47,179 48

Total traffic, - - - - \$259,046 87

Other sources, freight department, - - 4,327 21

Total freight earnings, - - - - \$263,374 08

Proportion for Michigan, - - -	\$53,507 82
Per train mile, - - - - -	1 28
Per mile of road, - - - - -	1,602 03

Total transportation earnings, - - - - \$453,585 12

Transportation earnings per mile of road, \$2,759 03

Transportation earnings per train mile, - 0 95.9

Total earnings from operation of road, - - - - \$453,585 12

Total earnings per mile of road, - - - \$2,759 03

Total earnings per train mile, - - - 0 95.9

Proportion of taxable earnings for Michigan, 92,151 73

Total income from all sources, - - - - \$453,585 12

Proportion of income for Michigan, - - - - 92,151 73

ANALYSIS OF EXPENSES.

CLASS 1.—Maintenance of Way and Buildings.

Repairs of roadway and track, - - - -	\$53,107 56
Renewals of rails, - - - - -	38,722 51
Renewals of ties, - - - - -	13,966 95
Repairs of bridges, including culverts and cattle guards, -	8,412 67
Repairs of fences, road crossings, and signs, - - -	3,783 15
Repairs of buildings, - - - - -	6,186 89

Total, - - - - \$124,179 73

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -	\$19,991 41
Repairs of passenger cars, - - - - -	11,061 21
Repairs of freight cars, - - - - -	11,973 12
Total, - - - - -	\$43,025 74

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$43,559 23
Water supply, - - - - -	1,016 95
Oil and waste, - - - - -	2,615 15
Locomotive service, - - - - -	28,519 91
Passenger train service, - - - - -	7,432 91
Passenger train supplies, - - - - -	1,050 10
Freight train service, - - - - -	15,942 29
Freight train supplies, - - - - -	274 60
Telegraph expenses (maintenance and operating), - - - - -	6,353 99
Damage and loss of freight and baggage, - - - - -	363 39
Damages to property and cattle, - - - - -	487 03
Personal injuries, - - - - -	30 00
Agents and station service, - - - - -	20,522 78
Station supplies, - - - - -	461 99
Total, - - - - -	\$128,630 32

CLASS 4.—*General Expenses.*

Salaries of the general officers of the Company, - - - - -	\$14,452 83
Salaries of clerks in general offices, - - - - -	8,996 62
Law expenses, - - - - -	3,285 21
Stationery and printing, - - - - -	3,940 54
Outside agencies and advertising, - - - - -	4,171 68
Contingencies, - - - - -	3,174 61
Taxes, - - - - -	14,739 16
Total, - - - - -	\$52,760 65

RECAPITULATION OF EXPENSES.

	Per Cent Of Expenses.	
Maintenance of way and buildings, - - - - -	35.65	\$124,179 73
Maintenance of motive power and cars, - - - - -	12.34	43,025 74
Conducting transportation, - - - - -	36.89	128,630 32
General expenses, including taxes, - - - - -	15.12	52,760 65
Total operating expenses and taxes, - - - - -	100.00	\$348,596 44

Operating expenses and taxes per mile of road, .	\$2,120 41	
Operating expenses and taxes per train mile run, for trains earning revenue, 472,646 miles, -	0 73.7	
Proportion of operating expenses and taxes for Michigan:		
Main line, - - - - -	70,821 69	
		<hr/>
Total proportion of expenses for Michigan, - - -		70,821 69
Percentage of expenses to earnings, -	76.85	
Net earnings per mile of road, - - - -	\$638 61	
Net earnings per train mile, - - - -	22.2	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
 From Anderson, Ind., to Goshen, Ind., May 21, 1876.
 From Goshen, Ind., to Benton Harbor, Mich., November 13, .882.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan:		
From State Line to Benton Harbor, - - -	33 40	
In Indiana:		
From State Line to Anderson, - - - -	131 00	
		<hr/>
Total length completed, - - - - -		164 40
Total length of road belonging to this Company, -		164 40
Total length of road belonging to this Company in Michigan, - - - - -	33 40	
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated, - - -	6 74	
Aggregate length of tracks in Michigan belonging to this Company, computed as single track, - - -		40 14
Gauge of track, 4 feet 8½ inches.		
		<hr/>
	Total Miles. In Michigan.	
Total miles operated by the Company, - - -	164 40	33 40

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of, -	1; aggregate length, feet,	60
Wooden trestles, number of, -	19; aggregate length, feet,	1,700
		<hr/>
Total. - - - -	20; - - - -	1,760

Draw Bridges in Michigan.

How many on your line? - - - - - None.

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality, - - - - - None.

What railroads cross your road either over or under your grade in this State, and where?

Over grade:

Michigan Central Railroad, at Niles,—main line.

Michigan Central Railroad, at Niles,—South Bend Division.

At what crossings are interlocking and derailing switches in operation?

None.

What pattern or patterns have you adopted?

None.

Number of crossings of highways at grade in this State, - 42

Number of crossings of highways at grade in this State, at which there are gates or flagmen, - 1

Number of crossings at which there are electric or automatic signals, - None.

Number of crossings of highways over or under railroad (over, 1; under, 1), - 2

Number of highway bridges 18 feet above track, - 1

Number of highway bridges less than 18 feet above track. - None.

Have safety guards been erected at over-head obstructions? - Yes.

Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883? - Yes.

How are they treated?

No report.

Stations.

Number of stations on whole line, - 40

Same in Michigan, - 8

Employés.

Number of persons regularly employed on all roads operated by Company, including officials, - 349

Same in Michigan, - 29

Classify your employés as per following list:

	Number.
Baggagemen, - - - - -	4
Brakemen, - - - - -	18
Conductors, - - - - -	11
Engineers, - - - - -	16
Firemen, - - - - -	16
Laborers, - - - - -	120
Shopmen, - - - - -	80
Yardmen, - - - - -	3
Others, - - - - -	81

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you ?
Give the number of miles required to complete fence both
sides of your track, in Michigan, and the counties in which
needed:
None,—all fenced.

66

Road Bed and Track.

Number of track sections in Michigan,
Average length of sections (miles),
Average number of men in each section gang,
Number of new ties put in whole line during the year,
Number of new ties put in track in Michigan,
Average number of new ties per mile of road,
New rails put in track:
Steel (tons, 2,160), 24 miles.
Total miles of track laid with new rails,

5½
6
3
29,256
1,200
178

24

Bridges and Culverts.

Amount of trestle work replaced with earth during the year
(linear feet),
Timber culverts replaced during the year,
With timber,—number, in Michigan,
New bridges built during the year,—number,

710
15
15
1

Location.	Kind.	Material.	Month Built.	Feet in Length.
New Paris, Ind.....	Howe Truss.....	Wood	May.....	160
Total				160

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of more than 30 tons weight, exclusive of tender,	11	\$74,150 00
Number of locomotives of 20 to 30 tons weight, exclusive of tender,	7	35,000 00
Total,	18	\$109,150 00

	Number.	Present Estimated Value.
Number of passenger cars—8-wheel, including official cars, - - - - -	13	\$34,800 00
Number of express and baggage cars, including 3 combination cars, - - - - -	6	11,500 00
Number of box freight cars, - - - - -	335	129,595 00
Number of stock cars, - - - - -	18	6,300 00
Number of platform cars, - - - - -	178	55,000 00
Number of conductors' way cars, - - - - -	9	5,400 00
Other cars as follows, - - - - -	3	2,000 00
Total, - - - - -	562	\$244,595 00
Number of locomotives equipped with power brakes,	16	
Number of passenger-train cars equipped with power brakes, - - - - -	18	
Number of freight cars equipped with power brakes, - - - - -	None.	
What patterns of power brakes have you in use, and number of locomotives and cars with each? All Eames, except 1 locomotive with American steam brake.		
Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885? Yes.		
What pattern or patterns have you adopted for use? Blocker.		

MILEAGE, TRAFFIC, ETC.

Train Mileage.

Miles run by passenger trains during the year, - - -	267,445
Miles run by freight trains during the year, - - -	205,201
Total mileage of trains earning revenue, - - -	472,646

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of through passengers carried, -	966		
Number of local passengers carried, -	285,528		
Total number of passengers carried, -	286,494		
Total passenger mileage, or passengers carried one mile,	6,746,137		
Average distance traveled by each passenger, -	23.5		
Average amount received from each passenger, -			\$0 61.
Average rate of fare per mile for through passengers, -			2.1
Average rate of fare per mile for local passengers, -			2.6
Average rate of fare per mile for all passengers, -			2.6

Freight Traffic.

Number of tons of through freight carried,	46,439
Number of tons of local freight carried,	260,840
Total tons of freight carried, - -	307,279
Total mileage of through freight, - - -	7,662,956
Total mileage of local freight, - - -	12,575,711
Total freight mileage, or tons carried one mile, -	20,238,668
Average ton haul for through freight, - - -	165
Average ton haul for local freight, - - -	48.2
Average ton haul for all freight, - - -	65.9
Average amount received for each ton haul, - -	\$0 84.3
Average rate per ton per mile, received for through freight, -	.615
Average rate per ton per mile, received for local freight, -	1.685
Average rate per ton per mile, received for all freight, -	1.279

Freight Forwarded at Michigan Stations.

	Forwarded, Tons.
Grain, - - - - -	4,207
Flour, - - - - -	4,497
Provisions (beef, pork, lard, etc.), - - -	235
Animals, - - - - -	1,665
Other agricultural products, - - - - -	3,473
Lumber and forest products, - - - - -	49,330
Coal, - - - - -	1,153
Plaster, lime and cement, - - - - -	567
Salt, - - - - -	408
Railroad iron, iron and steel rails, - - -	3,018
Pig and bloom iron, - - - - -	2,238
Other iron and castings, - - - - -	207
Stone, brick and sand, - - - - -	16
Manufactures,—articles shipped from point of production, -	693
Merchandise and other articles not enumerated above, -	14,082
Total forwarded, - - - - -	85,789

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain, - - - - -	37,065	12.065
Flour, - - - - -	11,430	3.719
Provisions (beef, pork, lard, etc.), - - -	4,037	1.325
Animals, - - - - -	8,798	2.863
Other agricultural products, - - - - -	6,202	2.028
Lumber and forest products, - - - - -	118,999	38.727
Coal, - - - - -	33,030	10.749
Plaster, lime and cement, - - - - -	4,077	1.326
Salt, - - - - -	553	.147

	Tons.	Per Cent.
Petroleum, - - - - -	1,938	.629
Railroad iron, iron and steel rails. - - - - -	5,760	1.874
Pig and bloom iron, - - - - -	2,899	.943
Other iron and castings, - - - - -	2,692	.876
Ores, - - - - -	20	.006
Stone, brick and sand, - - - - -	9,267	3.015
Manufactures,—articles shipped from point of production, - - - - -	19,149	6.242
Merchandise and other articles not enumerated above, - - - - -	41,364	13.466
Total tons carried, - - - - -	307,280	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc. ; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

United States Express Company.

Thirteen dollars per day until freight carried at 4 mills per hundred pounds per mile exceeds that amount.

Freight delivered at our depots.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?

Miles of wire belonging to Western Union Telegraph Co., 165.

Miles of wire belonging to this Company, 287.

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

None.

INJURED.

None.

STATE OF INDIANA, }
COUNTY OF ELKHART, } ss.

Norman Beckley, General Manager, and Edwin D. Wheelock, Auditor, of the Cincinnati, Wabash & Michigan Railway Company, being duly sworn depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed, NORMAN BECKLEY, *Gen'l Manager*.
EDWIN D. WHEELOCK, *Auditor*.

Subscribed and sworn to before me this 10th day of April, A. D. 1888.

[L. S.]

CHARLES W. FISH,
Commissioner of Deeds for Michigan and Indiana.

ANNUAL REPORT
OF THE
DULUTH, SOUTH SHORE & ATLANTIC RAILWAY COMPANY,

For the Year ending December 31, 1887.

[Filed May 2, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, JAMES McMILLAN, Detroit, Mich.
Vice President, CALVIN S. BRICE, New York city.
Secretary, L. M. SCHWAN, New York city.
Auditor, E. W. ALLEN, Marquette, Mich.
Treasurer, W. A. C. EWEN, New York city.
General Superintendent, ANDREW WATSON, Marquette, Mich.
Chief Engineer, J. A. LATCHA, Marquette, Mich.
Superintendent of Telegraph, S. B. FLOETER, Marquette, Mich.
General Passenger Agent, E. W. ALLEN, Marquette, Mich.
General Freight Agent, WM. ORR, Marquette, Mich.
General Counsel, W. M. P. HEALEY, Marquette, Mich.

DIRECTORS.

JAMES McMILLAN, Detroit.
CALVIN S. BRICE, New York.
SAMUEL THOMAS, New York.
COLUMBUS R. CUMMINGS, Chicago.
AUG. D. JUILLIARD, New York.
GEO. I. SENEY, New York.
HUGH McMILLAN, Detroit.

Term expires July 19th, 1888.

STOCKHOLDERS, STOCK, AND GENERAL OFFICES.

When chartered or articles of association filed,—March 7th, 1887.

Number of stockholders at date of last election, - - - - - 56

Number of stockholders in Michigan at same date - - - - - 10

Amount of full paid stock held in Michigan at same date, - - - - \$319,100 00

Date of annual meeting of stockholders,—July 19th, Marquette, Mich.

Fiscal year of Company ends December 31.

General offices of the Company are located at Marquette, Mich., and No. 10 Wall street, New York.

REMARKS.

This Company acquired at foreclosure sale the line of railroad and property of the Detroit, Mackinac & Marquette R. R. from St. Ignace, Mich., to Marquette, Mich., and have built and are now operating a line from Soo Junction to Sault Ste. Marie, and are also operating under lease the Marquette, Houghton & Ontonagon R. R., including its subordinate line, the Marquette & Western R. R. This Company has also constructed and completed but not yet put in operation a line of railway from Nestoria, Mich., west to Iron River, Wis.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$1,465,689 23
Total expenses, including taxes, - - - - -	\$892,822 46	
Net income, - - - - -	- - - - -	\$572,866 77
Interest on funded debt,—Not incurred this year.		
Interest on funded debt,—M. H. & O., guaranteed, - - - - -	265,758 07	
Guaranteed dividend on M. H. & O., pre- ferred, 6 per cent per annum, - - - - -	172,118 94	
		437,877 01
Balance applicable to dividends, - - - - -	- - - - -	\$134,989 76
Balance for the year, - - - - -	- - - - -	\$134,989 76
Items not included in above as follows:		
Miscellaneous interest, - - - - -	\$3,800 74	
Balance forward to next year, - - - - -	131,189 02	
	\$134,989 76	\$134,989 76

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$22,000,000	00
Par value of shares,	-	\$100	00
No. of shares issued:			
Preferred,	-	100,000	
Common,	-	120,000	
Amount paid in on common,	-	\$12,000,000	00
Amount paid in on preferred,	-	10,000,000	00
Total amount paid in as per books of the Company,	-	\$22,000,000	00
Paid in per mile of road owned by Com-			
pany,—miles, 197.70,	-	\$111,279	00

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
Duluth, South Shore & Atlantic R'y Co. 5 per cent bonds, January 1, 1887	5 per cent	Jan. 1, 1887 ...	New York.....	\$4,000,000 00
Total funded debt				\$4,000,000 00

UNFUNDED DEBT.

For what Incurred.	Is the Same to be Funded, or How Liquidated.	Amount.
For construction	\$15,088 97
For equipment.....	
For real estate.....	
For renewals.....	
For miscellaneous.....	
For current balances.....	663,024 22
Total unfunded debt.....		\$678,088 19

RECAPITULATION.

Total funded debt,	-	\$4,000,000	00
Total unfunded debt,	-	678,088	19
Total debt liabilities,	-	\$4,678,088	19

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment,	-	-	\$26,054,887 90
Average cost per mile of road (not including sidings),—			
197.70 miles, - - - - -	-	-	131,790 00
Proportion of cost for Michigan, - - - - -	-	-	-----

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

MAIN LINE.

[illegible]

LEASED OR PROPRIETARY ROADS.

M. H. & O. R. R :

New tracks,	-	-	-	-	-	\$10,135	90
Land,	-	-	-	-	-	250	00
New buildings and docks,	-	-	-	-	-	1,582	94

Total,	-	-	-	-	-	-	.	-	-	11,968 84
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Total charges to property account as above, - - - \$54,954 16

Property sold and credited,	-	-	-	-	-	316	26
Net addition to property account,	-	-	-	-	-	54,637	90

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Roads.	Local Fares.	Through Fares.	Total Passenger Fares.	Express and Baggage.	Mails.	Total.	Proportion for Michigan.	Per Train Mile.	Per Mile of Road.
Main line and branches.....	\$33,465 26	\$33,518 81	\$156,984 16	\$4,428 35	\$3,463 58	\$167,877 09	\$167,877 09	90 94.9	\$847 86
<i>Leased or Proprietary Roads.</i>									
M., H. & O. R. R.....	139,223 49	23,573 23	162,599 71	7,043 23	5,120 92	174,763 86	174,763 86	1 21.6	1,334 07
Marquette & Western.....	6,417 99	.....	6,417 99	250 28	203 06	6,871 33	6,871 33	1 22.3	298 75
Total passenger earnings.....	\$239,109 83	\$36,892 03	\$296,001 86	\$11,719 86	\$11,790 56	\$349,512 28	\$349,512 28	\$1 07.2	\$992 93

FREIGHT EARNINGS.

Roads.	Local Traffic.	Through Traffic.	Total Traffic.	Other Sources, Fr't Department.	Total.	Proportion for Michigan.	Per Train Mile.	Per Mile of Road.
Main line and branches.....	\$107,823 57	\$137,171 21	\$244,999 78	\$3,832 50	\$248,832 58	\$248,832 58	90 71.6	\$1,256 96
<i>Leased or Proprietary Roads.</i>								
M., H. & O.....	692,661 33	98,332 45	791,043 78	5,961 38	797,005 16	797,005 16	2 00.8	6,084 00
Marquette & Western.....	38,425 55	4,000 26	42,594 81	.....	42,594 81	42,594 81	1 10.4	1,851 94
Total freight earnings.....	\$838,985 45	\$239,652 92	\$1,078,638 37	\$9,844 18	\$1,088,482 55	\$1,088,482 55	\$1 39	\$3,092 23

Total transportation earnings, - - - - -		\$1,437,994 83
Transportation earnings per mile of road, - - - - -	4,085 21	
Transportation earnings per train mile, - - - - -	1 29.6	
Miscellaneous receipts from operating account, other than for transportation, as follows:		
From telegraph, M., H. & O. R. R., - - - - -	127 76	
From rentals of tracks or terminals, M., H. & O. R. R., - - - - -	1,750 00	
From other sources:		
D., S. S. & A. R'y., - - - - -	8,579 10	
M., H. & O. R. R., - - - - -	8,188 70	
M. & W. R. R., - - - - -	8,589 84	
		<u>27,235 40</u>
Total earnings from operation of road, - - - - -		\$1,465,230 23
Total earnings per mile of road (352 miles), - - - - -	\$4,162 58	
Total earnings per train mile, - - - - -	1 32.1	
Proportion of taxable earnings for Michigan, - - - - -	1,465,230 23	
Total taxable earnings per mile of road in Michigan, - - - - -	4,162 58	
Income other than from earnings:		
Dividend on stock in treasury, - - - - -		459 00
Total income from all sources, - - - - -		<u>\$1,465,689 23</u>
Proportion of income for Michigan, - - - - -		1,465,689 23

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track, - - - - -	\$148,850 73
Renewals of rails, - - - - -	23,037 07
Renewals of ties, - - - - -	19,191 28
Repairs of bridges, including culverts and cattle guards, - - - - -	19,815 23
Repairs of fences, road crossings, and signs, - - - - -	7,077 45
Repairs of buildings, - - - - -	43,612 65
Total, - - - - -	<u>\$261,584 41</u>

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -	\$48,495 28
Repairs of passenger cars, - - - - -	14,704 74
Repairs of freight cars, - - - - -	67,200 56
Total, - - - - -	<u>\$130,400 58</u>

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$114,143 73
Water supply, - - - - -	5,736 08
Oil and waste, - - - - -	10,086 17
Locomotive service, - - - - -	72,660 84
Passenger train service, - - - - -	17,888 10
Passenger train supplies, - - - - -	2,460 84
Mileage of passenger cars, - - - - -	4,540 14
Freight train service, - - - - -	58,507 97
Freight train supplies, - - - - -	1,431 36
Mileage of freight cars, - - - - -	693 54
Telegraph expenses (maintenance and operating), - - - - -	13,231 88
Damage and loss of freight and baggage, - - - - -	994 92
Damages to property and cattle, - - - - -	5,844 27
Personal injuries, - - - - -	3,178 75
Agents and station service, - - - - -	78,114 52
Station supplies, - - - - -	2,874 55
Total, - - - - -	\$392,387 66

CLASS 4.—*General Expenses.*

Salaries of the general officers of the company, - - - - -	\$16,033 33
Salaries of clerks in general offices, - - - - -	25,149 54
Law expenses, - - - - -	7,731 77
Insurance, - - - - -	4,611 24
Stationery and printing, - - - - -	10,571 61
Outside agencies and advertising, - - - - -	1,613 35
Contingencies, - - - - -	11,647 40
Taxes, - - - - -	31,091 57
Total, - - - - -	\$108,449 81

RECAPITULATION OF EXPENSES.

	Per cent of Expenses.	
Maintenance of way and buildings, - - - - -	29.00	\$261,584 41
Maintenance of motive power and cars, - - - - -	15.00	130,400 58
Conducting transportation, - - - - -	44.00	392,387 66
General expenses, including taxes, - - - - -	12.00	108,449 81
Total operating expenses and taxes, - - - - -	100.00	\$892,822 46
Operating expenses and taxes per mile of road,—352 miles, - - - - -		\$2,536 42
Operating expenses and taxes per train mile run, for trains earning revenue,—1,108,801 miles, - - - - -	80.50	
Proportion of operating expenses and taxes for Michigan:		
Main line, - - - - -		357,827 78

Leased or Proprietary Roads.

Marquette, Houghton & Ontonagon R. R.,	-	-	-	\$494,870	08
Marquette & Western R. R.,	-	-	-	40,124	60
Total proportion of expenses for Michigan,					\$892,822 46
Percentage of expenses to earnings,	-	-	-	60	
Net earnings per mile of road,	-	-	-	1,627	63
Net earnings per train mile,	-	-	-		51.60

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
From St. Ignace to Marquette, December 19, 1881.
From Sault Ste. Marie to Soo Junction, October 10, 1887.

MAIN LINE.

	Miles.	100ths.	Miles.	100ths.
In Michigan:				
From St. Ignace to Marquette,	-	-	150	90
From Sault Ste. Marie to Soo Junction,	-	-	46	80
Total length completed,	-	-	-	197 70
Total length of road belonging to this Company,	-	-	-	197 70
Total length of road belonging to this Company in Michigan,	-	-	197	70
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated,	-	-	25	25
Aggregate length of tracks in Michigan belonging to this Company, computed as single track,	-	-	222	95
Gauge of track, 4 feet 8½ inches.				

Proprietary or Leased Roads Operated by this Company.

Name, description, and length of each :	Total Miles. In Michigan.	
M., H. & O. R. R. :		
Main line,	94 80	94 80
Branches,	36 17	36 17
Sidings, spurs, and other tracks,	42 27	42 27
M. & W. R. R. :		
Main line,	18 11	18 11
Branches,	4 90	4 90
Sidings, spurs, and other tracks,	8 42	8 42
Total, { M., H. & O., - - - 130.97 } { M. & W., - - - 23.01 } { D., S. S. & A., - - - 197.70 }	204 67	204 67
Total miles operated by the Company,	351 68	351 68

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of,	- 86; aggregate length, feet,	12,070
Iron bridges, number of, -	- 4; aggregate length, feet,	275
Truss bridges, number of, -	- 7; aggregate length, feet,	569
Wooden trestles, number of,	- 60; aggregate length, feet,	13,124
<hr/>		<hr/>
Total, - - -	157; - - -	26,038

Draw Bridges in Michigan.

How many on your line? - - - - - None.

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?

C. & N. W. R. R., at Negaunee, 3.

C. & N. W. R. R., at Buffalo Branch, 2.

C. & N. W. R. R., at Ishpeming, 3.

C. & N. W. R. R., at Winthrop Branch, 1.

Milwaukee & Northern R. R., at Republic, 1.

Milwaukee & Northern R. R., at Champion, 1.

M. S., S. M. & A. R. R., at Trout Lake, 1.

What railroads cross your road either over or under your grade in this State, and where?

Under grade :

C. & N. W. R. R., at Negaunee, 1.

Number of crossings of highways at grade in this State, - 115

Number of crossings of highways at grade in this State at which there are gates or flagmen, - 21

Number of crossings of highways over or under railroad (over, 2; under, 11), - 13

Number of highway bridges, 18 feet above track, - 2

Number of highway bridges, less than 18 feet above track, - None.

Have safety-guards been erected at over-head obstructions? - Yes.

Are your frogs and guard rails blocked as required by Act 174, Session Laws of 1883? - Yes.

Stations.

Number of stations on whole line, - 59

Same in Michigan, - 59

Employees.

Number of persons regularly employed on all roads operated by Company, including officials, - 1,349

Same in Michigan, - 1,349

Classify your employes as per following list:

	Number.
Baggagemen, - - - - -	14
Brakemen, - - - - -	71
Conductors, - - - - -	35
Engineers, - - - - -	50
Firemen, - - - - -	76
Laborers, - - - - -	617
Shopmen, - - - - -	163
Yardmen, - - - - -	56
Others, - - - - -	267

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you ?	52.99
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed:	
Marquette county, - - - - -	116 50
Baraga county, - - - - -	77.00
Houghton county, - - - - -	27.00
Schoolcraft county, - - - - -	63.75
Chippewa county, - - - - -	48.00
Mackinac county, - - - - -	24.75
Total miles, - - - - -	<hr/> 357.00

Road Bed and Track.

Number of track sections in Michigan, - - - - -	62
Average length of sections (miles), - - - - -	5.6
Average number of men in each section gang, - - - - -	9
Number of new ties put in whole line during the year, - - - - -	100,703
Number of new ties put in track in Michigan, - - - - -	100,703
Average number of new ties per mile of road, - - - - -	286
New rails put in track:	
Steel [tons 1,524] miles, - - - - -	16.2
Total miles of track laid with new rails, - - - - -	16.2

Bridges and Culverts.

Amount of trestle work replaced with earth during the year (linear feet), - - - - -	1,050
Timber culverts replaced during the year, - - - - -	21
With timber,—number, - - - - -	21
New bridges built during the year,—number, - - - - -	None.

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of more than 30 tons weight, exclusive of tender, - - - - -	63	\$411,750 00
Number of locomotives of 20 to 30 tons weight, exclusive of tender, - - - - -	12	44,500 00
Number of locomotives of 10 to 20 tons weight, exclusive of tender, - - - - -	1	2,000 00
Total, - - - - -	76	\$458,250 00

Number of passenger cars—8-wheel, including official cars, - - - - -	26	81,094 55
Number of express and baggage cars, - - - - -	4	6,953 80
Number of box freight cars, - - - - -	78	44,219 50
Number of stock cars, - - - - -	4	5,940 62
Number of platform cars, - - - - -	808	334,959 25
Number of ore cars, - - - - -	3,684	705,790 80
Number of conductors' way cars, - - - - -	8	4,888 46
Other cars as follows:		
Charcoal 24; derrick, 3; snow plow, 1; hand, 65; larrie, 55, - - - - -	148	19,290 63
Total, - - - - -	4,760	\$1,661,387 61

Number of locomotives equipped with power brakes, - - - - -	28
Number of passenger-train cars equipped with power brakes, - - - - -	30
Number of freight cars equipped with power brakes, - - - - -	None.

What patterns of power brakes have you in use,
and number of locomotives and cars with each?

Locomotives—Westinghouse air, 13; American steam, 5; Baldwin, steam,
10. Passenger cars—Westinghouse air, 30.

Are your freight cars being equipped with automatic couplers as required by
Act No. 147, Session Laws of 1885?

Yes.

What pattern or patterns have you adopted for use?
The Wilson coupler.

MILEAGE, TRAFFIC, ETC.

Train Mileage.

Miles run by passenger trains during the year, - - -	326,019
Miles run by freight trains during the year, - - -	782,782
Total mileage of trains earning revenue, - - -	1,108,801

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of through passengers carried, -	18,331	2,498,038	
Number of local passengers carried, -	293,792	6,710,196	
Total number of passengers carried, -	312,123		
Total passenger mileage, or passengers carried one mile,		9,208,234	
Average distance traveled by each passenger, -	-	29.5	
Average amount received from each passenger, -	-	-	\$1 04.4
Average rate of fare per mile for through passengers, -	-	-	03.4
Average rate of fare per mile for local passengers, -	-	-	03.5
Average rate of fare per mile for all passengers, -	-	-	03.5

Freight Traffic.

Number of tons of through freight carried,	166,530	
Number of tons of local freight carried, -	1,160,557	
Total tons of freight carried, -	1,327,087	
Total mileage of through freight, -	-	24,356,945
Total mileage of local freight, -	-	36,716,198
Total freight mileage, or tons carried one mile,		61,073,143
Average ton haul for through freight, -	-	146
Average ton haul for local freight, -	-	32
Average ton haul for all freight, -	-	46
Average amount received for each ton haul, -	-	82
Average rate per ton per mile, received for through freight, -	-	00.98
Average rate per ton per mile, received for local freight, -	-	02.3
Average rate per ton per mile, received for all freight, -	-	01.7

Freight Forwarded at Michigan Stations.

	Forwarded, Tons.
Grain, -	2,660
Flour, -	2,774
Provisions (beef, pork, lard, etc.), -	6,338
Animals, -	3,381
Other agricultural products, -	10,389
Lumber and forest products, -	149,562
Coal, -	36,922
Plaster, lime and cement, -	1,062
Salt, -	265
Railroad iron, iron and steel rails, -	22,539
Pig and bloom iron, -	19,711

	Forwarded, Tons.
Other iron and castings, - - - - -	6,323
*Ores, - - - - -	965,742
Stone, brick and sand, - - - - -	15,176
Manufactures,—articles shipped from point of production, - - -	14,869
Merchandise and other articles not enumerated above, - - -	69,474
Total forwarded, - - - - -	1,327,187

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain, - - - - -	2,660	.2
Flour, - - - - -	2,774	.2
Provisions (beef, pork, lard, etc.), - - - - -	6,338	.48
Animals, - - - - -	3,381	.26
Other agricultural products, - - - - -	10,389	.78
Lumber and forest products, - - - - -	149,562	11.27
Coal, - - - - -	36,922	2.78
Plaster, lime and cement, - - - - -	1,062	.08
Salt, - - - - -	265	.01
Railroad iron, iron and steel rails, - - - - -	22,539	1.70
Pig and bloom iron, - - - - -	19,711	1.49
Other iron and castings, - - - - -	6,323	.48
*Ores, - - - - -	965,742	72.77
Stone, brick and sand, - - - - -	15,176	1.14
Manufactures,—articles shipped from point of production, - - -	14,869	1.12
Merchandise and other articles not enumerated above, - - -	69,474	5.24
Total tons carried, - - - - -	1,327,187	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc. ; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

The American Express Company.

Does a general business.

Freight is delivered at depots.

Rate one and one-half first-class freight rates.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?

M. H. & O. R. R., miles, - - - - - 105

* Includes 5,923 tons of copper.

M. & W. R. R., miles,	-	-	-	-	-	-	-	16½
Western Union Telegraph Co., miles,	-	-	-	-	-	-	-	261
Total,	-	-	-	-	-	-	-	382½

TRANSPORTATION COMPANIES.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other than the exclusive property of your own or some other railroad company have been in use on your road, in the State of Michigan, during the year, on what terms respectively, and if rented by you or allowed mileage between local points in this State, the amount paid for the use of such cars during the period under report?

Wagner Palace Car Co., New York city (3c. mile), - - \$4,540 14

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

April 13. Daniel O'Connell, freight conductor, Michigamme; accidental.
 May 30. Samuel Wilkes, engineer, Ishpeming, train breaking in two; carelessness.
 July 5. Peter Hassell, Spurr, lying on track intoxicated; trespasser.
 September 2. C. D. Formly, brakeman, Seney, fell from train.
 September 19. Wm. F. Mahan, conductor, Marquette; thrown under cars.

INJURED.

May 20. Dennis Vadnaer, brakeman, Ishpeming, breaking of draw bar.
 June 18. Stephen Jobe, brakeman, Marquette, fell from train in a fit.
 July 4. Peter Lapost, Negaunee, head struck a post while train in motion; carelessness.
 August 27. Austin Hoban, brakeman, Seney, fell in getting on train.
 September 10. Andrew Soloman, alias "Crazy John," St. Ignace, run over at crossing; crazy.
 September 17. James Scanlon, Negaunee, fell under cars; trespasser.
 September 22. Asmund Pritz, Marquette, thrown under cars at crossing.
 October 21. James Watson, brakeman, Humboldt, caught between cars.
 November 2. John O'Connell, brakeman, Ishpeming, coupling.
 December 17. Richard Nugent, brakeman, Ishpeming, coupling.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accident.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions.....		1				
Coupling cars.....					4	
Derailments.....						
Falling from trains.....		2			1	
Frogs.....						
Getting on and off trains.....					1	
Highway crossings.....						2
Miscellaneous.....		1		1		
Overhead obstructions.....						
Trespassers on trains.....						1
Trespassers on tracks.....			1			
Total.....		4	1	1	6	3

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year,	-	-	-	-	5
Number of persons injured during the year,	.	-	-	-	10
Number of casualties purely accidental,	-	-	-	-	11
Number resulting from lack of caution, carelessness, or misconduct,	-	-	-	-	2
Persons killed or injured while intoxicated,	-	-	-	-	1
Trespassers and tramps killed or injured,	-	-	-	-	1
Suicides,	-	-	-	-	—

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employés.	Killed.	Injured.	Total.
Baggagemen.....			
Brakemen.....	1	6	7
Conductors.....	2		2
Engineers.....	1		1
Firemen.....			
Laborers.....			
Shopmen.....			
Yardmen.....			
Not classified above.....			
Total.....	4	6	10

STATE OF NEW YORK, }
COUNTY OF NEW YORK, } ss.

E. W. Allen, Auditor, and W. A. C. Ewen, Treasurer, of the Duluth, South Shore & Atlantic Railway Co., being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed, E. W. ALLEN.
W. A. C. EWEN.

Subscribed and sworn to before me this 10th day of April, A. D. 1888, by the said W. A. C. Ewen.

WILLIAM H. CLARKSON,
Commissioner for the State of Mich. in New York.

Subscribed and sworn to before me this 24th day of April, A. D. 1888, by said E W. Allen.

JAMES WALLACE,
Notary Public, Marquette Co., Mich.

ANNUAL REPORT
OF THE
MARQUETTE, HOUGHTON & ONTONAGON RAILROAD
COMPANY,

For the Fractional Year commencing January 1 and ending February 15, 1887.

[Filed May 2, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, JAMES McMILLAN, Detroit, Mich.
Vice President, CALVIN S. BRICE, New York city.
Secretary, L. M. SCHWAN, New York city.
Auditor, G. S. HOBBS, Marquette, Mich.
Treasurer, W. A. C. EWEN, New York city.
General Counsel, WM. P. HEALEY, Marquette, Mich.

DIRECTORS.

JAS. McMILLAN, Detroit.
CALVIN S. BRICE, New York.
SAMUEL THOMAS, New York.
GEO. I. SENEY, New York.
C. R. CUMMINGS, Chicago.
HUGH McMILLAN, Detroit.
NELSON ROBINSON, New York.
JNO. G. MOORE, New York.
FRANK K. STURGIS, New York.

Term expires July 19, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—September 2, 1872.

Number of stockholders at date of last election,

Number of stockholders in Michigan at same date, - - - - - 7
 Amount of full paid stock held in Michigan at same date, - - - - - \$269,000 00
 Date of annual meeting of stockholders,—Third Thursday in July.
 Fiscal year of Company ends December 31.
 General offices of the Company are located at Marquette, Mich., and No. 10 Wall street,
 New York.

REMARKS.

This property has been leased in perpetuity to the Duluth, South Shore & Atlantic Railway Company, as of February 15th, 1887, the lessor guaranteeing payment of interest on funded debt, besides a dividend on the preferred stock at the rate of six per cent per annum. The lessor assumed current balances, debits and credits. All road and other statistics not here shown are included with the report of the Duluth, South Shore & Atlantic for the remaining portion of the year.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$47,530 11
Total expenses, including taxes, - - - - -	\$46,609 93	
Net income, - - - - -	- - - - -	\$920 18
Interest on funded debt, for 1½ months, - - - - -	39,793 93	
Balance for 1½ months to February 15th, 1887—deficit, - - - - -	\$38,873 75	
Balance (profit and loss) last year, - - - - -	- - - - -	614,260 87
Balance to accounts of D., S. S. & A. R'y Co., - - - - -	575,387 12	
	\$614,260 87	\$614,260 87

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$5,665,600 00
Par value of shares, - - - - - \$100 00	
Amount paid in on common, - - - - -	\$2,378,670 67
Amount paid in on preferred, - - - - -	3,278,456 00
Total amount paid in, as per books of the Company, -	5,657,126 67

Paid in per mile of road owned by Com-pany,—miles, 136.52, \$41,438 08

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
Marquette & Ontonagon bonds, May 25, 1872..	8 per cent..	June 1, 1892	Boston.	\$1,427,500 00
M., H. & O. bonds, March 1, 1878.....	6 per cent..	Mar. 1, 1908	New York.	576,200 00
M., H. & O., May 1, 1883.....	6 per cent..	June 1, 1923	Boston.....	1,500,000 00
M., H. & O., April 1, 1885.....	6 per cent..	April 1, 1925	Boston.....	1,400,000 00
Total funded debt.....				\$4,903,700 00

UNFUNDED DEBT.

For what incurred.	Is the same to be Funded, or how Liquidated	Amount.
For construction.....	To be paid in cash.....	\$35,751 63
For equipment.....	.....	.....
For real estate .....	.....	.....
For renewals.....	.....	.....
For miscellaneous .....	.....	23,527 93
For current balances.....	To be paid in cash.....	72,605 36
Total unfunded debt.....		\$180,884 92

RECAPITULATION.

Total funded debt,	\$4,903,700 00
Total unfunded debt,	130,884 92
Total debt liabilities,	\$5,034,584 92
Amount of debt liabilities per mile of road,—136.52 miles,	36,878 00
Total amount of stock and debt,	10,691,711 59
Stock and debt per mile of road,	78,316 08

GENERAL BALANCE SHEET,—Dr.

Construction account,	\$9,489,677 07
Equipment account,	1,477,233 97

Other investments (specifying same):

Marquette & Western R. R. stock,	\$2,011,346 93	
M., H. & O., preferred stock,	1,102 63	
M., H. & O., common stock,	37,500 00	
M., H. & O. bonds, 6 per cent, 1923,	287,000 00	
	<hr/>	\$2,336,949 56

Cash items:

Cash,	181,527 35	
Bills receivable,	17,179 00	
Due from agents,	30,784 84	
	<hr/>	229,491 19

Other assets:

Materials and supplies,	\$88,857 43	
Sinking funds,	244,617 19	
Debit balances from companies and individuals:		
Tenants,	894 01	
U. S. Mails,	1,923 80	
Marquette & Western R. R. suspense account,	12,673 72	
Lands,	44,682 56	
	<hr/>	393,648 71

Total,		\$13,927,000 56
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GENERAL BALANCE SHEET,—Cr.

Capital stock,	\$5,657,126 67
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Funded debt:

Marquette & Ontonagon, 8 per cent bonds, 1892,	\$1,427,500 00	
M., H. & O. 6 per cent bonds, 1908,	576,200 00	
M., H. & O. 6 per cent bonds, 1923,	1,500,000 00	
M., H. & O. 6 per cent bonds, 1925,	1,400,000 00	
	<hr/>	4,903,700 00

Unfunded debt:

Interest unpaid,	\$22,527 93
Vouchers and accounts,	33,628 37

Other liabilities(list as follows):

Labor,	24,945 06
Traffic accounts,	8,228 67
Cleveland Iron Mining Co.,	35,751 63
L'Anse fire suspense account,	5,803 26

Land, proceeds of all sales, royalties, less expenses,	2,659,901 79	
	<hr/>	2,790,786 71

Profit and loss or income accounts,	575,387 12
---	------------

Total,	\$13,927,000 50
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CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

Total charges to property account,	\$2,394 99
Net addition to property account,	2,394 99

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Roads.	Local Fares.	Through Fares.	Total Passenger Fares.	Express and Baggage.	Mails.	Total.	Proportion for Michigan.	Per Train Mile.	Per Mile of Road.
Main line and branches..... <i>Leased or Proprietary Roads.</i>	\$9,787 20	\$1,875 39	\$11,612 59	\$679 57	\$721 31	\$13,013 47	\$13,013 47	78.9	\$26 29
Marquette & Western R. R.....	537 77	.....	537 77	73 25	35 43	651 44	651 44	80.9	31 02
Total passenger earnings.....	\$10,324 97	\$1,875 39	\$12,150 36	\$757 82	\$756 73	\$13,664 91	\$13,664 91	\$0 79	\$37 59

FREIGHT EARNINGS.

Roads.	Local Traffic.	Through Traffic.	Total Traffic.	Total.	Proportion for Michigan.	Per Train Mile.	Per Mile of Road.
Main line and branches <i>Leased or Proprietary Roads.</i>	\$18,088 34	\$12,699 49	\$30,787 83	\$30,787 83	\$30,787 83	\$1 11.1	\$223 05
Marquette & Western R. R.....	837 71	595 02	1,433 33	1,433 33	1,433 33	2 04.1	63 75
Total freight earnings.....	\$18,926 05	\$13,295 11	\$32,221 16	\$32,221 16	\$32,221 16	\$1 13.4	\$206 55

Total transportation earnings, - - - - -		\$45,886 07
Transportation earnings per mile of road, - - - - -	\$294 14	
Transportation earnings per train mile, - - - - -	1 00.4	
Miscellaneous receipts from operating account, other than for transportation, as follows :		
From telegraph,—M., H. & O. R. R., - - - - -	30 32	
From rentals of tracks or terminals,—M., H. & O. R. R., - - - - -	250 00	
From other sources:		
M., H. & O. R. R., - - - - -	527 60	
M. & W. R. R., - - - - -	836 12	
Total, - - - - -		1,644 04
Total earnings from operation of road, - - - - -		\$47,530 11
Total earnings per mile of road, - - - - -	\$304 68	
Total earnings per train mile, - - - - -	1 04	
Proportion of taxable earnings for Michigan, - - - - -	47,530 11	
Total taxable earnings per mile of road in Michigan, - - - - -	304 68	
Total income from all sources, - - - - -		\$47,530 11
Proportion of income for Michigan, - - - - -	47,530 11	

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track, - - - - -	\$5,970 77
Renewals of ties, - - - - -	1 17
Repairs of bridges, including culverts and cattle guards, - - - - -	483 89
Repairs of fences, road crossings, and signs, - - - - -	204 60
Repairs of buildings, - - - - -	3,705 47
Total, - - - - -	\$10,365 90

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -	\$4,197 95
Repairs of passenger cars, - - - - -	1,326 14
Repairs of freight cars, - - - - -	7,285 45
Total, - - - - -	\$12,809 54

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$4,393 00
Water supply, - - - - -	666 37
Oil and waste, - - - - -	395 91

Locomotive service, - - - - -	3,722 53
Passenger train service, - - - - -	1,165 44
Passenger train supplies, - - - - -	208 21
Freight train service, - - - - -	2,011 53
Freight train supplies, - - - - -	81 60
Mileage of freight cars, - - - - -	220 38
Telegraph expenses (maintenance and operating), - - - - -	665 26
Damage and loss of freight and baggage, - - - - -	6 15
Damages to property and cattle, - - - - -	1,058 50
Agents and station service, - - - - -	2,752 46
Station supplies, - - - - -	171 90
Total, - - - - -	\$17,519 24

CLASS 4.—General Expenses.

Salaries of the general officers of the Company, - - - - -	\$2,752 58
Salaries of clerks in general offices, - - - - -	1,261 24
Law expenses, - - - - -	566 20
Stationery and printing, - - - - -	552 86
Outside agencies and advertising, - - - - -	40 50
Contingencies, - - - - -	741 87
Total, - - - - -	\$5,915 25

RECAPITULATION OF EXPENSES.

	Per Cent of Expenses.	
Maintenance of way and buildings, - - - - -	22	\$10,365 90
Maintenance of motive power and cars, - - - - -	27	12,809 54
Conducting transportation, - - - - -	38	17,519 24
General expenses, including taxes, - - - - -	13	5,915 25
Total operating expenses and taxes, - - - - -	100.00	\$46,609 93
Operating expenses and taxes per mile of road, - - - - -	\$298 30	
Operating expenses and taxes per train mile run, - - - - -		
for trains earning revenue,—45,697 miles, - - - - -	1 02	
Proportion of operating expenses and taxes for Michigan:		
Main line and branches, - - - - -	45,118 41	

Leased or Proprietary Roads.

Marquette & Western R. R., - - - - - 1,491 42

Total proportion of expenses for Michigan, \$46,609 93

Percentage of expenses to earnings, - - - - - 98
Net earnings per mile of road, - - - - - 6 38
Net earnings per train mile, - - - - - 02

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:

From Marquette to Houghton, July, 1883.

From Humboldt to Republic, September, 1872.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths
In Michigan:		
From Marquette to Houghton, - - - -	94 94	
Total length completed, - - - -	- -	94 94
Length of double track on main line, - - - -	- -	1 10

BRANCHES.

Lake, from Carp River to Light House Point, - -	2 50	
Negaunee, from M. & W. R. R. to Negaunee mine, -		
Negaunee, owned jointly with C. & N. W. Ry. (we report one-half), - - - -	42	
Buffalo, from M. & W. R. R. to Buffalo and Pioneer mines, - - - -	64	
Milwaukee, from Negaunee, to Milwaukee mine, - -	3 15	
Saginaw, from Winthrop Junction to Saginaw mine, -	1 72	
Winthrop, from Winthrop Junction to Winthrop mine, -	1 93	
Winthrop, owned jointly with C. & N. W. Ry. (we report one-half), - - - -	55	
Dexter, from Dexter Junction to Dexter mine, - -	2 57	
Boston, from Boston Junction to Boston mine, - -	2 06	
Republic, from Humboldt to Erie mine, - -	16 05	
Champion, from Champion Junction to Champion mine, -	1 03	
Northampton, from Northampton Junction to Pascoe mine, - - - -	2 47	
Wetmore, from Spurr Junction to Webster and Wetmore mines, - - - -	1 33	
Beaufort, from Beaufort Junction to Titan mine, -	1 76	
Taylor, from Taylor Junction to Taylor mine, - -	2 80	
Total, - - - -	40 48	
Total length of branches owned by Company, - - - -	- -	40 48
Total length of branches owned by Company in Michigan, -	40 48	
Total length of road belonging to this Company, - -	- -	136 52
Total length of road belonging to this Company in Michigan, - - - -	136 52	
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated, - - - -	40 58	

Aggregate length of tracks in Michigan belonging to
this Company, computed as single track, - - 177 10
Gauge of track, 4 feet 8½ inches.

Proprietary or Leased Roads Operated by this Company.

				Total Miles. In Michigan.	
Name, description, and length of each:					
Marquette & Western R. R.:					
Marquette to Winthrop Junction,	-	-	-	18 11	18 11
Teal Lake branch :					
O. & N. W. crossing to Detroit mine,	-	-	-	2 09	
Lake Angeline branch :					
Ishpeming to Lake Angeline mine,	-	-	-	0 63	
				<hr/>	
Total length of branches,	-	-	-	2 72	2 72
				<hr/>	
Total road,	-	-	-	20 83	20 83
Sidings, spurs, and other tracks,	-	-	-	8 85	8 85
				<hr/>	
Total track,	-	-	-	-	29 68
Total miles operated by the Company,	-	-	-	157 35	157 35
M., H. & O. R. R.,	-	-	-	-	136 52
M. & W. R. R.,	-	-	-	-	20 83

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

Miles run by passenger trains during the year,	-	-	-	17,297
Miles run by freight trains during the year,	-	-	-	28,400
Total mileage of trains earning revenue,				45,697

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of through passengers carried,	909	47,431	
Number of local passengers carried,	14,813	262,879	
Total number of passengers carried,		15,722	
Total passenger mileage, or passengers carried one mile,		310,310	
Average distance traveled by each passenger,	-	19.7	
Average amount received from each passenger,	-	-	\$0 77.2
Average rate of fare per mile for through passengers,	-	-	03.9
Average rate of fare per mile for local passengers,	-	-	03.9
Average rate of fare per mile for all passengers,	-	-	03.9

Freight Traffic.

Number of tons of through freight carried,	4,271	
Number of tons of local freight carried, -	23,075	
Total tons of freight carried, - - -	27,346	
Total mileage of through freight, - - -	230,079	
Total mileage of local freight, - - -	767,777	
Total freight mileage, or tons carried one mile,	997,856	
Average ton haul for through freight, - - -	54	
Average ton haul for local freight, - - -	33	
Average ton haul for all freight, - - -	37	
Average rate per ton per mile, received for through freight, -	5.78	
Average rate per ton per mile, received for local freight, -	2.47	
Average rate per ton per mile, received for all freight, -	3.23	

Freight Forwarded at Michigan Stations.

	Forwarded, Tons.
Grain, - - - - -	744
Flour, - - - - -	233
Provisions (beef, pork, lard, etc.), - - -	521
Animals, - - - - -	57
Other agricultural products, - - - - -	458
Lumber and forest products, - - - - -	19,461
Coal, - - - - -	1,285
Plaster, lime and cement, - - - - -	20
Salt, - - - - -	13
Pig and bloom iron, - - - - -	118
Other iron and castings, - - - - -	245
Stone, brick and sand, - - - - -	383
Manufactures,—articles shipped from point of production, -	2,159
Merchandise and other articles not enumerated above, -	1,649
Total forwarded, - - - - -	27,346

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain, - - - - -	744	2.72
Flour, - - - - -	233	.85
Provisions (beef, pork, lard, etc.), - - -	521	1.91
Animals, - - - - -	57	.21
Other agricultural products, - - - - -	458	1.67
Lumber and forest products, - - - - -	19,461	71.17
Coal, - - - - -	1,285	4.70
Plaster, lime and cement, - - - - -	20	.07
Salt, - - - - -	13	.05
Pig and bloom iron, - - - - -	118	.43

	Tons.	Per cent
Other iron and castings, - - - - -	245	.90
Stone, brick and sand, - - - - -	383	1.40
Manufactures,—articles shipped from point of production, - - - - -	2,159	7.89
Merchandise and other articles not enumerated above, - - - - -	1,649	6.03
Total tons carried, - - - - -	27,346	100.00

STATE OF NEW YORK, }
COUNTY OF NEW YORK, } ss.

E. W. Allen, Auditor, and W. A. C. Ewen, Treasurer, of the Marquette, Houghton & Ontonagon Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed, E. W. ALLEN,
W. A. C. EWEN,

Subscribed and sworn to before me this 10th day of April, A. D. 1888, by the said W. A. C. Ewen.

[L. S.] WILLIAM H. CLARKSON,
Commissioner for the State of Michigan in New York.

Subscribed and sworn to before me this 24th day of April, A. D. 1888, by the said E. W. Allen.

[L. S.] JAMES WALLACE,
Notary Public Marquette County, Mich.

ANNUAL REPORT
OF THE
MARQUETTE, HOUGHTON & ONTONAGON RAILROAD
COMPANY,

For the period from February 15th, 1887, to December 31st, 1887.

[Filed May 2, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, JAMES McMILLAN, Detroit.
Secretary, L. M. SCHWAN, New York.
Treasurer, W. A. C. EWEN, New York.
Transfer Agent, A. O. BEEBE, New York.

DIRECTORS.

JAS. McMILLAN, Detroit.
CALVIN S. BRICE, New York.
SAMUEL THOMAS, New York.
GEO. I. SRENEY, New York.
C. R. CUMMINGS, Chicago.
HUGH McMILLAN, Detroit.
NELSON ROBINSON, New York.
JNO. G. MOORE, New York.
FRANK K. STURGIS, New York.

Term expires July 19, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed, —September 2, 1872.

Number of stockholders at date of last election,	- - - - -	65
Number of stockholders in Michigan at same date,	- - - - -	7
Amount of full paid stock held in Michigan at same date,	- - - - -	\$269,000 00

Date of annual meeting of stockholders,—Third Thursday in July.

Fiscal year of Company ends December 31.

General offices of the Company are located at Marquette, Mich., and No. 10 Wall street, New York city.

REMARKS.

Since the last annual report, owing to the Duluth, South Shore & Atlantic Railway Co. contemplating the construction of a new line of Railroad from Duluth to the Sault Ste. Marie, which would result in paralleling this Company's lines, thereby causing unnecessary and destructive competition, it was unanimously resolved by the Board of Management, which action was subsequently ratified by a majority of the shareholders, to enter into an agreement or arrangement with that company for working and operating the lines of this Company's property.

Pursuant to which, said Company's lines have been leased in perpetuity from February 15th, 1887, to the Duluth, South Shore & Atlantic Railway Co., on their guaranteeing 6 per cent. per annum, payable semi-annually, on August 15th and February 15th, on \$3,278,456 new preferred stock, and providing that the surplus net earnings above such guarantee shall be distributed among the holders of the common stock, besides perfect maintenance of all the Company's property, as shown by the terms of the lease hereto appended.

In accordance with this arrangement, and prior to the consummation of the lease, the preferred capital stock was increased to \$3,278,456 and the common reduced to \$2,378,670 by calling in the old preferred stock, amounting to \$2,259,026, and exchanging for new preferred, share for share, bearing a dividend at 6 per cent. per annum, guaranteed by the Duluth, South Shore & Atlantic Railroad Co., and allowing the common stockholders of record to convert 80 per cent. of their holdings into the said new preferred, and the remaining 70 per cent. in new common stock; thus enabling the latter to participate in the benefits of the lease without any increase in the total stock capitalization.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$5,657,126 67
Par value of shares, - - -	\$100 00	
Average price received per share,	100 00	
No. of shares issued, - - -	56,571	
Amount paid in on common, - - -	\$2,378,670 67	
Amount paid in on preferred, - - -	3,278,456 00	

Total amount paid in as per books of the Company, - 5,657,126 67

Paid in per mile of road owned by Company,
—miles, 132.07, - - - - - \$42,834 30

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
Marq. & Ont., May 25, 1873.....	6 per ct.	June 1, 1892....	Boston, Mass..	\$1,427,500 00
M., H. & O., March 1, 1878.....	6 per ct.	March 1, 1908 ..	New York.....	576,200 00
M., H. & O., May 1, 1883.....	6 per ct.	June 1, 1923....	Boston, Mass..	1,500,000 00
M., H. & O., April 1, 1885.....	6 per ct.	April 1, 1925....	Boston, Mass..	1,400,000 00
Total funded debt.....				\$4,903,700 00

UNFUNDED DEBT.

None.

RECAPITULATION.

Total funded debt, - - - - - \$4,903,700 00
Total debt liabilities, - - - - - \$4,903,700 00
Amount of debt liabilities per mile of road,—132.07 miles, - 37,129 55
Total amount of stock and debt, - - - - - 10,560,826 67
Stock and debt per mile of road, - - - - - 79,963 85

Interest on the Funded Debt.

What is the amount of same due each year? - - - \$322,772 00
Was it paid for the last year? - - - Yes.

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment, - - \$10,966,911 04
Average cost of construction per mile of road (not including
sidings).—132.07 miles, - - - 83,038 62
Proportion of cost of construction for Michigan, - - 10,966,911 04

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:

From Marquette to Houghton, July, 1883.

From Humboldt to Republic, September, 1872.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
Length completed in Michigan, - - - - -	94 80	
Total length completed, - - - - -		94 80
Length of double track on main line, - - - - -		1 10

BRANCHES.

Lake, from Carp River to Light House Point, - - -	2 23	
Milwaukee, from Negaunee to Milwaukee mine, - - -	3 15	
Winthrop, from Winthrop Junction to Winthrop mine, - - -	1 93	
Winthrop, owned jointly with C. & N. W. Ry. (we report one-half), - - - - -	55	
Saginaw, from Winthrop Junction to Saginaw mine, - - -	1 00	
Dexter, from Dexter Junction to Dexter mine, - - -	2 57	
Boston, from Boston Junction to Boston mine, - - -	2 06	
Republic, from Humboldt to Erie mine, - - - - -	16 05	
Champion, from Champion Junct. to Champion mine, - - -	1 03	
Northampton, from Northampton Junction to Jim Pascoe mine, - - - - -	2 47	
Wetmore, from Spurr Junction to Wetmore & Webster mines, - - - - -	1 37	
Beaufort, from Beaufort Junction to Beaufort & Titan mines, - - - - -	1 76	
Total length of branches owned by Company, - - - - -		36 17
Total length of branches owned by Company in Michigan, - - - - -	36 17	
Total length of road belonging to this Company, - - -		130 97
Total length of road belonging to this Company in Michigan, - - - - -	132 97	
Aggregate length of sidings, spurs, and other tracks not above enumerated, - - - - -		41 17
Aggregate length of tracks belonging to this Company, computed as single track, - - - - -		173 24
Gauge of track 4 feet 8½ inches.		

STATE OF MICHIGAN, }
COUNTY OF WAYNE, } ss.

James McMillan, President, and E. W. Allen, Assistant Secretary of the Marquette, Houghton & Ontonagon Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed,

JAMES McMILLAN, *President.*

E. W. ALLEN, *Assistant Sec'y.*

Subscribed and sworn to before me this 28th day of April, A. D. 1888, by the said James McMillan.

RICHARD RICE,

Notary Public, Wayne Co., Mich.

Subscribed and sworn to before me this 24th day of April, A. D. 1888, by the said E. W. Allen.

JAMES WALLACE,

Notary Public, Marquette Co., Mich.

ANNUAL REPORT
OF THE
MARQUETTE & WESTERN RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed May 3, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, JAMES McMILLAN, Detroit.
Secretary, L. M. SCHWAN, New York.
Treasurer, W. A. C. EWEN, New York.
Transfer Agent, A. O. BEBEE, New York.

DIRECTORS.

JAS. McMILLAN, Detroit.
C. S. BRICE, New York.
SAMUEL THOMAS, New York.
Geo. I. SENEY, New York.
C. R. CUMMINGS, Chicago.
JNO. G. MOORE, New York.

Term expires July 19, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—October 12, 1888.

Number of stockholders at date of last election,	- - - - -	8
Number of stockholders in Michigan at same date,	- - - - -	8
Amount of full paid stock held in Michigan at same date,	- . -	\$300 00

Date of annual meeting of stockholders,—Third Thursday in July.

Fiscal year of Company ends December 31.

General offices of the Company are located at Marquette, Mich., and 10 Wall street, New York.

REMARKS.

All Marquette & Western R. R. bonds have been destroyed and the mortgages discharged. In their place a new mortgage has been created (M. & W. joining), and the bonds of the Marquette, Houghton & Ontonagon R. R. Company issued. All the Marquette & Western R. R. Company's shares are in the treasury of the M., H. & O. R. R. The M. & W. R. R. is to be operated perpetually by the M., H. & O. R. R. Possession was given in May, 1885. All traffic and other statistics are included in the reports of the Marquette, Houghton & Ontonagon Railroad and Duluth, South Shore & Atlantic Railway Companies.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$1,250,000	00
Par value of shares,	-	\$100	00
Average price received per share,		100	00
No. of shares issued,	-	12,500	
Amount paid in on common,	-	\$625,000	00
Amount paid in on preferred,	-	625,000	00
<hr/>			
Total amount paid in, as per books of the Company,	-	1,250,000	00
Paid in per mile of road owned by Com-			
pany,—miles, 23.01,	-	\$54,324	21

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

None.

RECAPITULATION.

Total amount of stock and debt,—23.01 miles,	-	\$1,250,000	00
Stock and debt per mile of road,	-	54,324	21

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
Marquette to Ishpeming, June, 1884.

MAIN LINE.

				Miles. 100ths.	Miles. 100ths.
Length completed in Michigan,	-	-	-	18	11
				<hr/>	
Total length completed,	-	-	-	-	18 11

BRANCHES.

Negaunee, from M. & W. R. R., to Negaunee mine, -	37	
Buffalo, from M. & R. R., to Buffalo mine, -	65	
South Buffalo, -	38	
Teal Lake, from C. & N. W. crossing, to Detroit mine, -	2 09	
Hartford, -	19	
Cambria, -	15	
Cleveland Hematite, -	44	
Lake Angeline, from Ishpeming to Lake Angeline mine, -	63	
	<hr/>	
Total, -	4 90	
	<hr/>	
Total length of branches owned by Company, -	-	4 90
Total length of branches owned by Company in Michigan, -	4 90	
Total length of road belonging to this Company, -	-	23 01
Total length of road belonging to this Company in Michigan, -	23 01	
Aggregate length of sidings, spurs, and other tracks not above enumerated, -	-	8 42
Aggregate length of tracks belonging to this Company, computed as single track, -	-	31 43
Gauge of track 4 feet 8½ inches.		

STATE OF MICHIGAN, }
COUNTY OF WAYNE, } ss.

James McMillan, President, and E. W. Allen, Assistant Secretary, of the Marquette & Western Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed,

JAMES McMILLAN, *President.*

E. W. ALLEN, *Ass't Secretary.*

Subscribed and sworn to before me by the said James McMillan this 28th day of April, A. D. 1888.

RICHARD RICE,

Notary Public, Wayne Co., Mich.

Subscribed and sworn to before me this 24th day of April, A. D. 1888, by the said E. W. Allen.

JAMES WALLACE,

Notary Public, Marquette Co., Mich.

ANNUAL REPORT
OF THE
HANCOCK & CALUMET RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed May 3, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, Wm. N. CROMWELL, New York.

Secretary and Treasurer, ALFRED JARETZKI, New York.

Auditor, Cashier, and Chief Engineer:

CHAS. S. ROBINSON, Hancock, Mich.

General Manager and Superintendent, C. A. WRIGHT, Hancock, Mich.

General Pass. and Freight Agent, R. H. BRELSFORD, Hancock, Mich.

Attorney, J. W. STONE, Houghton, Mich.

DIRECTORS.

WM. N. CROMWELL, New York.

HENRY S. IVES, New York.

A. S. BIGELOW, Boston, Mass.

JOHN DANIELL, Opechee, Mich.

A. S. DAME, New York.

Term expires July 10, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed, —January 14th, 1885.

Number of stockholders at date of last election, - - - - -	11
Number of stockholders in Michigan at same date, - - - - -	1
Amount of full paid stock held in Michigan at same date, - - - - -	\$100 00

Date of annual meeting of stockholders,—Second Tuesday in July.
Fiscal year of Company ends December 31.
General offices of the Company are located at Hancock, Mich.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$91,478 99.
Total expenses, including taxes, - - - - -	\$62,862 22	
Net income, - - - - -	- - - - -	28,616 77
Interest on funded debt, - - - - -	\$15,000 00	
Interest on unfunded debt, - - - - -	650 44	
Balance for the year, - - - - -	- - - - -	12,966 33.
Balance (profit and loss) last year, - - - - -	- - - - -	17,698 02
Balance forward to next year, - - - - -	\$30,664 35	
	\$30,664 35	\$30,664 35.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$350,000 00.
Par value of shares, - - - - - \$100 00	
No. of shares issued, - - - - - 3,500	
Amount paid in on common, - - - - -	\$350,000 00
Total amount paid in, as per books of the Company, -	\$350,000 00.
Paid in per mile of road owned by Company,—	
miles, 20.36, - - - - -	\$17,190 57

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage.....	6 per cent	June, 1901	Boston	\$250,000 00.
Total funded debt.....				\$250,000 00.

UNFUNDED DEBT.

For what Incurred.	Is the same to be Funded, or How Liquidated.	Amount.
For construction.....	\$112,852 74
For equipment.....
For real estate.....
For renewals.....
For miscellaneous.....
For current balances.....	28,756 98
Total unfunded debt.....	\$141,609 67

RECAPITULATION.

Total funded debt, - - - - -	\$250,000 00
Total unfunded debt, - - - - -	141,609 67
Total debt liabilities, - - - - -	\$391,609 67
Amount of debt liabilities per mile of road,—20.36 miles, -	19,234 26
Total amount of stock and debt, - - - - -	741,609 67
Stock and debt per mile of road, - - - - -	36,424 83

GENERAL BALANCE SHEET,—DR.

Construction account, - - - - -	\$735,833 19
Cash items:	
Cash, - - - - -	\$1,143 87
Due from agents, - - - - -	405 80
	1,549 67
Other assets:	
Materials and supplies, - - - - -	\$11,582 46
Sinking funds, - - - - -	13,650 00
Debit balances from companies and individuals, - - - - -	9,658 70
	34,891 16
Total, - - - - -	\$772,274 02

GENERAL BALANCE SHEET,—Cr.

Capital stock, - - - - -	\$350,000 00
Funded debt, - - - - -	250,000 00

Unfunded debt:

Notes payable, - - - - -	\$112,852 74	
Vouchers and accounts, - - - - -	28,756 93	
	<hr/>	\$141,609 67
Profit and loss, or income accounts, - - - - -		30,664 35
		<hr/>
Total, - - - - -		\$772,274 02

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment, - - -	\$735,833 19
Average cost per mile of road (not including sidings),—20.36	
miles, - - - - -	36,141 11
Proportion of cost for Michigan, - - - - -	735,833 19

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

MAIN LINE.

Extensions, - - - - -	\$10,872 98
New buildings, - - - - -	1,399 10
Machinery and tools, - - - - -	434 64
New locomotives, - - - - -	8,107 23
New cars, - - - - -	6 666 30
	<hr/>
Total charges to property account as above, - - -	\$27,480 25
Net addition to property account, - - - - -	27,480 25

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches:

Local fares, - - - - -	\$24,854 49
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Total passenger fares, - - - - -	\$24,854 49
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Express and baggage, - - - - -	183 41
Mails, - - - - -	739 56
Other sources, - - - - -	264 95

Total passenger earnings, - - - - -	26,042 41
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Proportion for Michigan, - - - - -	\$26,042 41
Per train mile, - - - - -	61
Per mile of road, - - - - -	1,279 09

FREIGHT EARNINGS.

Main line and branches:

Local traffic, - - - - -	\$65,436 58	
Total traffic, - - - - -	\$65,436 58	
Total freight earnings, - - - - -		65,436 58
Proportion for Michigan, - - - - -	\$65,436 58	
Per train mile, - - - - -	1 72	
Per mile of road, - - - - -	3,213 98	
Total transportation earnings, - - - - -		\$91,478 99
Transportation earnings per mile of road, - - - - -	4,493 07	
Transportation earnings per train mile, - - - - -	1 14	
Total earnings from operation of road, - - - - -		\$91,478 99
Total earnings per mile of road, - - - - -	4,493 07	
Total earnings per train mile, - - - - -	1 14	
Proportion of taxable earnings for Michigan, - - - - -	91,478 99	
Total taxable earnings per mile of road in Michigan, - - - - -	4,493 07	
Total income from all sources, - - - - -		\$91,478 99
Proportion of income for Michigan, - - - - -		91,478 99

ANALYSIS OF EXPENSES.

CLASS 1.—Maintenance of Way and Buildings.

Repairs of roadway and track, - - - - -	\$10,290 76
Renewals of ties, - - - - -	85 50
Repairs of bridges, including culverts and cattle guards, - - - - -	755 51
Repairs of buildings, - - - - -	542 36
Total, - - - - -	\$11,674 13

CLASS 2.—Maintenance of Motive Power and Cars.

Repairs of locomotives, - - - - -	\$3,873 54
Repairs of passenger cars, - - - - -	1,416 81
Repairs of freight cars, - - - - -	5,673 61
Total, - - - - -	\$10,963 96

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$9,928 07
Water supply, - - - - -	89 30
Oil and waste, - - - - -	1,018 29
Locomotive service, - - - - -	6,626 47
Passenger train service, - - - - -	1,500 00
Passenger train supplies, - - - - -	8 60
Freight train service, - - - - -	4,479 69
Freight train supplies, - - - - -	8 60
Damage and loss of freight and baggage, - - - - -	41 76
Damages to property and cattle, - - - - -	325 00
Agents and station service, - - - - -	5,983 92
Station supplies, - - - - -	450 57
Total, - - - - -	\$30,460 27

CLASS 4.—*General Expenses.*

Salaries of the general officers of the Company, - - - - -	\$4,250 00
Salaries of clerks in general offices, - - - - -	1,533 27
Law expenses, - - - - -	408 33
Insurance, - - - - -	434 25
Stationery and printing, - - - - -	758 31
Outside agencies and advertising, - - - - -	54 67
Contingencies, - - - - -	702 46
Taxes, - - - - -	1,622 57
Total, - - - - -	\$9,763 86

RECAPITULATION OF EXPENSES.

	Per Cent Of Expenses.	
Maintenance of way and buildings, - - - - -	18.58	\$11,674 13
Maintenance of motive power and cars, - - - - -	17.44	10,963 96
Conducting transportation, - - - - -	48.45	30,460 27
General expenses, including taxes, - - - - -	15.53	9,763 86
Total operating expenses and taxes, - - - - -	100.00	\$62,862 22
Operating expenses and taxes per mile of road, - - - - -	\$3,087 53	
Operating expenses and taxes per train mile run, for trains earning revenue, 80,485 miles, - - - - -	0 78	
Proportion of operating expenses and taxes for Michigan:		
Main line, - - - - -	62,862 22	
Total proportion of expenses for Michigan, - - - - -		62,862 22
Percentage of expenses to earnings, - - - - -	68	
Net earnings per mile of road, - - - - -	\$1,405 54	
Net earnings per train mile, - - - - -	35	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:

From Hancock to Calumet, December, 1885.

From Junction to Lake Linden, December, 1885.

From Calumet to Allouez, March 12, 1887.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan:		
From Hancock to Allouez, - - - - -	17 86	
Total length completed, - - - - -		17 86

BRANCHES.

Lake Linden branch, from Junction to Lake Linden, - - -	2 50	
Total length of branches owned by Company, - - -		2 50
Total length of branches owned by Company in Michigan, - - -	2 50	
Total length of road belonging to this Company, - - -		20 36
Total length of road belonging to this Company in Michigan, - - -	20 36	
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated, - - -	7 02	
Aggregate length of tracks in Michigan belonging to this Company, computed as single track, - - -		27 38
Gauge of track, 3 feet.		
	Total Miles. In Michigan.	
Total miles operated by the Company, - - -	20 36	20 36

Number of Bridges and Trestles in Michigan.

Iron bridges, number of, - - -	3; aggregate length, feet,	560
Wooden trestles, number of, - - -	17; aggregate length, feet,	4,450
Total, - - - - -	20; - - - - -	5,010

Draw Bridges in Michigan.

How many on your line? - - - - - None.

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?
Mineral Range R. R., at Osceola.

What railroads cross your road either over or under your grade in this State, and where?

None.

At what crossings are interlocking and derailing switches in operation?

Osceola.

What pattern or patterns have you adopted?

Pennsylvania Steel Company pattern.

Number of crossings of highways at grade in this State, - 12

Number of crossings of highways at grade in this State, at which there are gates or flagmen, - 0

Number of crossings of highways over or under railroad (over, 1; under, —), - 1

Number of highway bridges 18 feet above track, - 1

Number of highway bridges less than 18 feet above track. - None.

Have safety guards been erected at over-head obstructions? - Yes.

Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883? - Yes.

How are they treated?

Wooden blocks are used.

Stations.

Number of stations on whole line, - 5

Same in Michigan, - 5

Employés.

Number of persons regularly employed on all roads operated by Company, including officials, - 70

Same in Michigan, - 70

Classify your employés as per following list:

	Number.
Baggagemen, - - - - -	—
Brakemen, - - - - -	6
Conductors, - - - - -	3
Engineers, - - - - -	5
Firemen, - - - - -	5
Laborers, - - - - -	20
Shopmen, - - - - -	6
Yardmen, - - - - -	5
Others, - - - - -	20

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you? - 5

Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed:

In Houghton county,	-	-	-	-	-	-	-	36
Total miles,	-	-	-	-	-	-	-	36

Road Bed and Track.

Number of track sections in Michigan,	-	-	-	-	4
Average length of sections (miles),	-	-	-	-	5
Average number of men in each section gang,	-	-	-	-	6
Number of new ties put in whole line during the year,	-	-	-	-	475
Number of new ties put in track in Michigan,	-	-	-	-	475
Average number of new ties per mile of road,	-	-	-	-	23

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of more than 30 tons weight, exclusive of tender,	4	\$29,107 23
Number of locomotives of 20 to 30 tons weight, exclusive of tender,	1	3,000 00
Total,	5	\$32, 07 23
Number of passenger cars—8-wheel, including official cars,	4	8,000 00
Number of express and baggage cars,	1	250 00
Number of box freight cars,	15	4,500 00
Number of platform cars,	52	10,400 00
Number ore cars,	55	18,666 30
Other cars as follows:		
Hand cars,	4	280 00
Total,	131	\$74,203 53

Number of locomotives equipped with power brakes, 1
Number of passenger-train cars equipped with
power brakes, 4
Number of freight cars equipped with power brakes, None.
What patterns of power brakes have you in use, and
number of locomotives and cars with each?
Westinghouse automatic air brake—1 locomotive and 4 cars.
Are your freight cars being equipped with automatic couplers
as required by Act No. 147, Session Laws of 1885? Yes.
What pattern or patterns have you adopted for use?
Blocker.

MILEAGE, TRAFFIC, ETC.

Train Mileage.

Miles run by freight trains during the year,	-	-	-	37,896
Miles run by mixed trains, -	-	-	-	42,589
				<hr/>
Total mileage of trains earning revenue,	-	-	-	80,485

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate. Dolls. Cts.
Number of local passengers carried, -	82,614		
		<hr/>	
Total number of passengers carried, -	82,614		
Total passenger mileage, or passengers carried one mile,		732,294	
Average distance traveled by each passenger, -		8.86	
Average amount received from each passenger, -			\$0 30
Average rate of fare per mile for local passengers, -			03.39
Average rate of fare per mile for all passengers, -			03.39

Freight Traffic.

Number of tons of local freight carried,	343,882		
		<hr/>	
Total tons of freight carried, -	343,882		
Total mileage of local freight, -		2,380,907	
		<hr/>	
Total freight mileage, or tons carried one mile,		2,380,907	
Average ton haul for local freight, -		7	
Average ton haul for all freight, -		7	
Average amount received for each ton haul, -			19.02
Average rate per ton per mile, received for local freight, -			02.75
Average rate per ton per mile, received for all freight, -			02.75

Freight forwarded at Michigan Stations.

	Forwarded, Tons.
Grain, - - - - -	713
Flour, - - - - -	666
Provisions (beef, pork, lard, etc.), - - - - -	649
Animals, - - - - -	6
Other agricultural products, - - - - -	142
Lumber and forest products, - - - - -	63,664
Coal, - - - - -	5,852
Ores, - - - - -	267,063
Manufactures,—articles shipped from point of production, - - - - -	1,089
Merchandise and other articles not enumerated above, - - - - -	4,038
<hr/>	
Total forwarded, - - - - -	343,882

Tonnage of Articles Transported.—Entire Road.

	Tons.	Per Cent.
Grain, - - - - -	713	.207
Flour, - - - - -	666	.193
Provisions (beef, pork, lard, etc.), - - - - -	649	.189
Animals, - - - - -	6	.002
Other agricultural products, - - - - -	142	.041
Lumber and forest products, - - - - -	63,664	18.514
Coal, - - - - -	5,852	1.702
Ores, copper, mineral and rock, - - - - -	267,063	77.663
Manufactures,—articles shipped from point of production, - - - - -	1,089	.317
Merchandise and other articles not enumerated above, - - - - -	4,038	1.172
Total tons carried, - - - - -	343,882	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company runs on this road, doing a general express business, and paying twenty cents per one hundred pounds for all express freight carried. The express is taken at our depots.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?

Miles telephone line belonging to Hancock & Calumet R. R. Co., 20.36.

Miles telegraph line belonging to Mineral Range Railroad Co., 10.

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

INJURED.

September 7. ——— Balanger, Osceola, trespasser; carelessness.

November 15. Barney Halseth, brakeman, Osceola, coupling; carelessness.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accident.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions						
Coupling cars					1	
Derailments.....						
Falling from trains						
Frogs.....						
Getting on and off trains.....						
Highway crossings.....						
Miscellaneous.....						
Overhead obstructions.....						
Trespassers on trains						
Trespassers on tracks						1
Total					1	1

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year,	-	-	-	-	0
Number of persons injured during the year,	-	-	-	-	2
Number of casualties purely accidental,	-	-	-	-	—
Number resulting from lack of caution, carelessness, or misconduct,	-	-	-	-	2
Persons killed or injured while intoxicated,	-	-	-	-	—
Trespassers and tramps killed or injured,	-	-	-	-	1
Suicides,	-	-	-	-	—

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employees.	Killed.	Injured.	Total.
Baggagemen.....			
Brakemen		1	1
Conductors			
Engineers.....			
Firemen.....			
Laborers.....			
Shopmen.....			
Yardmen.....			
Not classified above.....			
Total.....		1	1

STATE OF MICHIGAN, }
COUNTY OF HOUGHTON, } ss.

Charles A. Wright, General Manager of the Hancock & Calumet Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of his knowledge and belief.

[L. S. OF R. R.] Signed,

CHARLES A. WRIGHT.

Subscribed and sworn to before me this 26th day of April, A. D. 1888.

[L. S.]

CHARLES D. HANCHETT,
Notary Public.

ANNUAL REPORT
OF THE
MINERAL RANGE RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed May 4, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, FRANCIS B. LOOMIS, New York.
Secretary and Treasurer, W. C. BOONE, New York.
Auditor and Cashier, CHARLES S. ROBINSON, Hancock, Mich.
General Manager, C. A. WRIGHT, Hancock, Mich.
General Passenger and Freight Agent,
R. H. BRELSFORD, Hancock, Mich.
Attorney, J. W. STONE, Houghton, Mich.

DIRECTORS.

FRANCIS B. LOOMIS, New York.
W. C. BOONE, New York.
WM. N. CROMWELL, New York.
C. W. CASS, New York.
WM. G. SMITH, New York.
JAMES GRAHAM, New York.
CHARLES PHILLIPS, Philadelphia.
W. R. SHELBY, Grand Rapids, Mich.
PETER RUPPE, Hancock, Mich.
JACOB BAER, Hancock, Mich.
C. A. WRIGHT, Hancock, Mich.

Term expires July 10, 1888.

STOCKHOLDERS, STOCK, AND GENERAL OFFICES.

When chartered or articles of association filed,—November 8, 1871.

Number of stockholders at date of last election, - - - - - 62

Number of stockholders in Michigan at same date, - - - - - 6

Amount of full paid stock held in Michigan at same date, - - - - - \$5,500 00

Date of annual meeting of stockholders,—Second Tuesday in July.

Fiscal year of Company ends December 31.

General offices of the Company are located at Hancock, Mich.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$153,781 97
Total expenses, including taxes, - - - - -	\$56,121 21	
Net income, - - - - -	- - - - -	\$97,660 76
Interest on funded debt, - - - - -	35,544 00	
Balance applicable to dividends, - - - - -	- - - - -	\$62,116 76
Dividends declared (7½ per cent.), - - - - -	30,000 00	
Balance for the year, - - - - -	- - - - -	\$32,116 76
Balance (profit and loss) last year, - - - - -	- - - - -	98,872 16
Balance forward to next year, - - - - -	130,988 92	
	<u>\$130,988 92</u>	<u>\$130,988 92</u>

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$400,000 00
Par value of shares, - - - - - \$100 00	
No. of shares issued, - - - - - 3,917	
Amount paid in on common, - - - - -	<u>\$391,700 00</u>

Total amount paid in, as per books of the Company, - 391,700 00

Paid in per mile of road owned by Company,—

miles, 17, - - - - - \$23,041 18

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
Main Line, June 1, 1873.....	8 per cent.	June 1, 1888	New York ...	\$198,900 00
Main Line, December 14, 1886.....	4 per cent.	Jan. 1, 1937	New York ...	218,200 00
Calumet Extension & Franklin Branch, Oct. 1, 1885.....	5 per cent.	Oct. 1, 1915	New York ...	100,000 00
Houghton Extension, January 1, 1886.....	5 per cent.	Jan. 1, 1916	New York ...	100,000 90
Total funded debt.....				\$612,100 00

UNFUNDED DEBT.

For What Incurred.	Is the Same to be Funded, or how Liquidated.	Amount.
For construction.....
For equipment.....
For real estate
For renewals
For miscellaneous.....	\$28,628 73
For current balances.....
Total unfunded debt.....		\$28,628 73

RECAPITULATION.

Total funded debt, - - - - -	\$612,100 00
Total unfunded debt, - - - - -	28,628 73
Total debt liabilities, - - - - -	\$640,728 73
Amount of debt liabilities per mile of road (17 miles), -	37,689 92
Total amount of stock and debt, - - - - -	1,032,428 73
Stock and debt per mile of road, - - - - -	60,731 10

GENERAL BALANCE SHEET.—Dr.

Construction account, - - - - -	\$647,594 44
Equipment account, - - - - -	73,099 28
Cash items:	
Cash, - - - - -	\$2,167 11
Due from agents, - - - - -	5,557 79
	7,724 90

Other assets:

Materials and supplies, - - - - -	\$14,694 34	
Debit balances from companies and individuals, - - - - -	420,304 69	
		<u>\$434,999 03</u>
Total, - - - - -		<u>\$1,163,417 65</u>

GENERAL BALANCE SHEET,—Cr.

Capital stock, - - - - -	\$391,700 00
Funded debt, - - - - -	612,100 00
	<u>\$1,003,800 00</u>
Unfunded debt:	
Interest unpaid, - - - - -	\$12,588 00
Notes payable, - - - - -	5,542 50
Vouchers and accounts, - - - - -	10,498 23
Profit and loss or income accounts, - - - - -	130,988 92
	<u>159,617 65</u>
Total, - - - - -	<u>\$1,163,417 65</u>

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment, - - -	\$720,693 72
Average cost per mile of road (not including sidings),—	
17 miles, - - - - -	42,393 74
Proportion of cost for Michigan, - - - - -	720,693 72

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

MAIN LINE.

Extensions, - - - - -	\$75,340 85
New buildings and real estate, - - - - -	32,284 49
Machinery and tools, - - - - -	492 72
New cars, - - - - -	9,012 73
	<u>\$117,130 79</u>
Total, - - - - -	<u>\$117,130 79</u>

BRANCHES.

Extensions, - - - - -	\$805 98
	<u>\$805 98</u>
Total, - - - - -	<u>\$805 98</u>

Total charges to property account as above, - - - \$117,936 77

Net addition to property account, - - - 117,936 77

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches:

Local fares, - - - - -	\$29,958 42
Total passenger fares, - - - - -	\$29,958 42
Express and baggage, - - - - -	781 09
Mails, - - - - -	790 50
Total passenger earnings, - - - - -	\$31,530 01
Proportion for Michigan, - - - - -	\$31,530 01
Per train mile, - - - - -	66
Per mile of road, - - - - -	1,854 70

FREIGHT EARNINGS.

Main line and branches:

Local traffic, - - - - -	\$68,039 15
Total traffic, - - - - -	\$68,039 15
Total freight earnings, - - - - -	\$68,039 15
Proportion for Michigan, - - - - -	\$68,039 15
Per train mile, - - - - -	2 24
Per mile of road, - - - - -	4,002 30
Total transportation earnings, - - - - -	\$99,569 16
Transportation earnings per mile of road, - - - - -	\$5,857 01
Transportation earnings per train mile, - - - - -	1 27
Miscellaneous receipts from operating account, other than for transportation, as follows:	
From other sources, - - - - -	9,112 81
Total, - - - - -	\$108,681 97
Total earnings from operation of road, - - - - -	\$108,681 97
Total earnings per mile of road, - - - - -	\$6,393 05
Total earnings per train mile, - - - - -	1 38
Proportion of taxable earnings for Michigan, - - - - -	108,681 97
Total taxable earnings per mile of road in Michigan, - - - - -	6,393 05
Income other than from earnings, - - - - -	45,100 00
Total income from all sources, - - - - -	\$153,781 97
Proportion of income for Michigan, - - - - -	153,781 97

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track, - - - - -	\$6,613 51
Renewals of ties, - - - - -	160 34
Repairs of bridges, including culverts and cattle guards, -	367 67
Repairs of buildings, - - - - -	1,341 86
Total, - - - - -	<hr/> \$8,483 38

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -	\$2,236 77
Repairs of passenger cars, - - - - -	1,112 96
Repairs of freight cars, - - - - -	1,922 87
Total, - - - - -	<hr/> \$5,272 60

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$6,975 28
Oil and waste, - - - - -	662 80
Locomotive service, - - - - -	6,870 69
Passenger train service, - - - - -	1,560 00
Passenger train supplies, - - - - -	84 76
Freight train service, - - - - -	2,686 82
Freight train supplies, - - - - -	84 77
Damage and loss of freight and baggage, - - - - -	227 49
Damages to property and cattle, - - - - -	153 00
Agents and station service, - - - - -	10,359 12
Station supplies, - - - - -	666 86
Total, - - - - -	<hr/> \$30,331 59

CLASS 4.—*General Expenses.*

Salaries of the general officers of the Company, - - -	\$4,650 00
Salaries of clerks in general offices, - - -	1,724 43
Law expenses, - - - - -	367 10
Insurance, - - - - -	1,078 13
Stationery and printing, - - - - -	698 74
Outside agencies and advertising, - - - - -	127 46
Contingencies, - - - - -	1,630 49
Taxes, - - - - -	1,757 34
Total, - - - - -	<hr/> \$12,033 69

RECAPITULATION OF EXPENSES.

	Per Cent of Expenses.	
Maintenance of way and buildings, - - -	15.11	\$8,483 33
Maintenance of motive power and cars, - - -	9.40	5,272 60
Conducting transportation, - - -	54.05	30,331 59
General expenses, including taxes, - - -	21.44	12,033 69
Total operating expenses and taxes, - - -	100.00	\$56,121 21
Operating expenses and taxes per mile of road, - - -		\$3,301 25
Operating expenses and taxes per train mile run, for trains earning revenue (78,326 miles), - - -	\$0 71	
Proportion of operating expenses and taxes for Michigan:		
Main line, - - - - -	56,121 21	
Total proportion of expenses for Michigan, - - -		\$56,121 21
Percentage of expenses to earnings, - - - 51		
Net earnings per mile of road, - - - - -	3,091 81	
Net earnings per train mile, - - - - -	67	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
From Houghton to Red Jacket, March 26, 1886.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan:		
From Houghton to Red Jacket, - - - - -	15 00	
Total length completed, - - - - -		15 00

BRANCHES.

Franklin Branch, from Franklin Station to Quincy Mine, - - -	2 00	
Total length of branches owned by Company, - - -	2 00	
Total length of branches owned by Company in Michigan, - - -	2 00	
Total length of road belonging to this Company, - - -		17 00
Total length of road belonging to this Company in Michigan, - - - - -	17 00	
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated, - - - - -		5 00
Aggregate length of tracks in Michigan belonging to this Company, computed as single track, - - - - -	22 00	
Gauge of track, 3 feet.		
Total miles operated by the Company, - - -	17 00	17 00

Number of Bridges and Trestles in Michigan.

Wooden trestles, number of,	- 6; aggregate length, feet,	645
Total,	- 6; - - - - -	645

Draw Bridges in Michigan.

How many on your line?	- - - - -	1
Where located, when built, and length of draw span?		
Houghton, Mich.		
Built in 1886.		
Total length of draw span, 180 feet.		
Character of structure:		
Howe truss spans, supported by wooden cribs filled with rip-rap.		
Material of which constructed:		
Wood.		
Height above water, and depth of water under bridge:		
Height above water, 6 feet.		
Depth of water, 34 feet.		
How swung, by engine or hand power?		
By engine.		
Approaches, straight or curved?		
Curved.		
Do you require all trains to come to a full stop before crossing draw, and how are they signaled?		
Trains all required to come to full stop before crossing draw.		
Trains are signaled by flagmen stationed at draw.		

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?		
Hancock & Calumet R. R., at Osceola.		
Hecla & Torch Lake R. R., at Calumet.		
At what crossings are interlocking and derailing switches in operation?		
Osceola.		
What pattern or patterns have you adopted?		
Pennsylvania Steel Co.'s pattern.		
Number of crossings of highways at grade in this State,	-	18
Number of crossings of highways at grade in this State at which there are gates or flagmen,	- - - - -	None.
Number of crossings at which there are electric or automatic signals,	- - - - -	None.
What pattern or patterns in use?	- - - - -	None.
Number of crossings of highways over or under railroad (over, 1; under, 1),	- - - - -	2
Number of highway bridges 18 feet above track,	- - - - -	1
Number of highway bridges, less than 18 feet above track,	- - - - -	None.
Have safety guards been erected at over-head obstructions?	-	
We have no overhead obstructions.		

Are your frogs and guard rails blocked as required by Act No. 174, Session Laws of 1883?

Yes.

How are they treated?

Wooden blocks are used.

Stations.

Number of stations on whole line,	-	-	-	-	-	4
Same in Michigan,	-	-	-	-	-	4

Employés.

Number of persons regularly employed on all roads operated by Company, including officials,	-	-	-	-	-	60
Same in Michigan,	-	-	-	-	-	60

Classify your employes as per following list :

										Number.
Baggagemen,	-	-	-	-	-	-	-	-	-	4
Brakemen,	-	-	.	-	-	-	-	-	-	5
Conductors,	-	-	-	-	-	-	-	-	-	2
Engineers,	-	-	-	-	-	-	-	-	-	5
Firemen,	-	-	-	-	-	-	-	-	-	5
Laborers,	-	-	-	-	-	-	-	-	-	14
Shopmen,	-	-	-	-	-	-	-	-	-	8
Yardmen,	-	-	-	-	-	-	-	-	-	5
Others,	-	-	-	-	-	-	-	-	-	12

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you ? - - - - **3**

Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed:

Thirty-one miles; Houghton county.

Road Bed and Track.

Number of track sections in Michigan,	-	-	-	-	3
Average length of sections (miles),	-	-	-	-	6
Average number of men in each section gang,	-	-	-	-	4
Number of new ties put in whole line during the year,	-	-	-	-	921
Number of new ties put in track in Michigan,	-	-	-	-	921
Average number of new ties per mile of road,	-	-	-	-	53

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of 20 to 30 tons weight, exclusive of tender, - - - - -	1	\$7,500 00
Number of locomotives of 10 to 20 tons weight, exclusive of tender, - - - - -	4	20,000 00
Total, - - - - -	5	\$27,500 00
Number of passenger cars—8-wheel, including official cars, - - - - -	4	11,932 85
Number of express and baggage cars, - - -	2	5,768 70
Number of box freight cars, - - - - -	22	9,900 00
Number of platform cars, - - - - -	58	17,400 00
Number of conductors' way cars, - - - -	1	500 00
Other cars as follows, - - - - -	4	278 65
Total, - - - - -	91	\$73,280 20
Number of locomotives equipped with power brakes,	2	
Number of passenger-train cars equipped with power brakes, - - - - -	3	
Number of freight cars equipped with power brakes, - - - - -	None.	
What patterns of power brakes have you in use, and number of locomotives and cars with each? Westinghouse automatic air brake on one locomotive and two cars, Eames' Vacuum Brake on one locomotive and one car.		
Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885? Yes.		
What pattern or patterns have you adopted for use? Blocker.		

MILEAGE, TRAFFIC, ETC.

Train Mileage.

Miles run by freight trains during the year, - - -	30,315
Miles run by mixed trains, - - - - -	48,011
Total mileage of trains earning revenue, - - -	78,326

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of local passengers carried, - - -	102,746		
Total number of passengers carried, - - -	102,746		
Total passenger mileage, or passengers carried one mile,		751,928	
Average distance traveled by each passenger, - - -		7.31	

	Rate.
Average amount received from each passenger,	\$0 29.15
Average rate of fare per mile for local passengers,	03.98
Average rate of fare per mile for all passengers,	03.98

Freight Traffic.

Number of tons of local freight carried,	105,150
Total tons of freight carried,	105,150
Total mileage of local freight,	882,582
Total freight mileage, or tons carried one mile,	882,582
Average ton haul for local freight,	8.39
Average ton haul for all freight,	8.39
Average amount received for each ton haul,	\$0 64.76
Average rate per ton per mile, received for local freight,	07.71
Average rate per ton per mile, received for all freight,	07.71

Freight Forwarded at Michigan Stations.

	Forwarded, Tons.
Grain,	1,416
Flour,	1,374
Provisions (beef, pork, lard, etc.),	3,358
Animals,	1,248
Other agricultural products,	2,304
Lumber and forest products,	53,245
Coal,	8,567
Ores (copper),	19,094
Manufactures,—articles shipped from point of production,	3,109
Merchandise and other articles not enumerated above,	11,435
Total forwarded,	105,150

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain,	1,416	1.34
Flour,	1,374	1.36
Provisions (beef, pork, lard, etc.).	3,358	3.19
Animals,	1,248	1.09
Other agricultural products,	2,304	2.20
Lumber and forest products,	53,245	50.64
Coal,	8,567	8.15
Ores (copper),	19,094	18.16
Manufactures,—articles shipped from point of production,	3,109	3.00
Merchandise and other articles not enumerated above,	11,435	10.87
Total tons carried,	105,150	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc. ; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

The American Express Company runs on this road, paying one and one-half times first-class freight rates for the transportation of express matter, which is received and delivered by this Company at the depots.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?

Fifteen miles, belonging to this Company.

STATE OF MICHIGAN, }
COUNTY OF HOUGHTON, } ss.

Charles A. Wright, General Manager of the Mineral Range Railroad Co., being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said Company on the thirty-first day of December, A. D. 1887, to the best of his knowledge and belief.

[L. S. OF R. R.] Signed, CHARLES A. WRIGHT.

Subscribed and sworn to before me this 26th day of April, A. D. 1888.

[L. S.] CHARLES D. HANCHETT,
Notary Public.

ANNUAL REPORT
OF THE
TOLEDO, ANN ARBOR & NORTH MICHIGAN RAILWAY
COMPANY,

For the Year ending December 31, 1887.

[Filed May 5, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, J. M. ASHLEY, Toledo, Ohio.
Vice President, A. W. WRIGHT, Alma, Mich.
Secretary, C. F. COOK, Toledo, Ohio.
Acting Auditor, D. M. MONJO, Toledo, Ohio.
Treasurer, B. F. JERVIS, Toledo, Ohio.
General Manager, H. W. ASHLEY, Toledo, Ohio.
Superintendent of Telegraph, J. B. CONNORS, Toledo, Ohio.
Cashier, J. M. MELICK, Toledo, Ohio.
General Pass. and Freight Agent, W. H. BENNETT, Toledo, Ohio.

DIRECTORS.

J. M. ASHLEY, Toledo, Ohio.
DAVID ROBISON, JR., Toledo, Ohio.
JOHN CUMMINGS, Toledo, Ohio.
T. W. CHILDS, Toledo, Ohio.
J. M. ASHLEY, JR., Toledo, Ohio.
H. W. ASHLEY, Toledo, Ohio.
A. W. WRIGHT, Alma, Mich.
H. S. DEAN, Ann Arbor, Mich.

Term expires April 20, 1888.

STOCKHOLDERS, STOCK, AND GENERAL OFFICES.

When chartered or articles of association filed,—Oct. 16, 1880, amended Nov. 30, 1886.

Number of stockholders at date of last election, 145

Number of stockholders in Michigan at same date 10

Amount of full paid stock held in Michigan at same date, \$11,000 00

Date of annual meeting of stockholders,—Third Wednesday in April.

Fiscal year of Company ends December 31.

General offices of the Company are located at Toledo, Ohio.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income,	- - - - -	\$483,284 75
Total expenses, including taxes,	\$342,605 87	
Net income,	- - - - -	\$140,678 88
Interest on funded debt,	184,800 00	
Rentals of buildings, tracks, etc.,	- - - - -	52,468 20
Balance for the year,	- - - - -	8,347 08
Balance (profit and loss) last year,	- - - - -	47,113 98
Balance forward to next year,	\$55,461 06	
	\$55,461 06	\$55,461 06

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, . .	\$4,040,000 00
Par value of shares,	\$100 00
No. of shares issued,	40,400
Amount paid in on common,	\$4,040,000 00

Total amount paid in as per books of the Company, 4,040,000 00

Paid in per mile of road owned by Com-
pany,—miles, 181, \$22,320 44

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage gold bonds, T., A. A. & G. T. R'y.....	6 per cent	Jan. 1, 1921....	New York city ..	\$1,280,000 00
First mortgage gold bond, T., A. A. & N. M. R'y.....	6 per cent	May 1, 1924....	New York city ..	1,600,000 00
First mortgage gold bond, T., A A. & N. M. R'y.....	6 per cent	May 1, 1924....	New York city ..	520,000 00
First mortgage gold bond, L. A. Mt. P. & N. R'y.....	6 per cent	Sept. 1, 1916 ..	New York city ..	400,000 00
Total funded debt				\$3,780,000 00

UNFUNDED DEBT.

For what Incurred.	Is the Same to be Funded, or How Liquidated.	Amount.
For construction	\$195,971 25
For equipment.....	164,235 03
For real estate.....	
For renewals.....	88,904 82
For miscellaneous.....	154,645 32
For current balances.....	29,200 00
Total unfunded debt.....		\$632,956 42

RECAPITULATION.

Total funded debt,	-	-	-	-	-	-	-	\$3,780,000	00
Total unfunded debt,	-	-	-	-	-	-	-	632,956	42
									<hr/>
Total debt liabilities,	-	-	-	-	-	-	-	\$4,412,956	42
									<hr/>
Amount of debt liabilities per mile of road—181 miles,	-							24,380	97
									<hr/>
Total amount of stock and debt,	-	-	-	-	-	-	-	8,452,956	42
Stock and debt per mile of road, 181,	-	-	-	-	-	-	-	46,701	41

GENERAL BALANCE SHEET,—Dr.

Construction account,	-	-	-	-	\$7,869,788	53
Equipment account, -	-	-	-	-	397,683	18
					<u> </u>	<u> </u>
						\$8,267,471 71

Cash items:

Cash, - - - - -	\$31,748 74	
Due from agents, - - - - -	63,763 74	
	<hr/>	\$95,512 48

Other assets:

Materials and supplies, - - - - -	\$42,703 23	
Debit balance from companies and individuals, - - - - -	102,730 06	
	<hr/>	145,433 29

Total, - - - - -	\$8,508,417 48
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GENERAL BALANCE SHEET,—CR.

Capital stock, - - - - -	\$4,040,000 00
Funded debt, - - - - -	3,780,000 00
	<hr/>
	\$7,820,000 00

Unfunded debt:

Interest unpaid, - - - - -	\$29,200 00
Notes payable, - - - - -	71,710 97
Vouchers and accounts, - - - - -	259,069 27

Other liabilities (list as follows):

Car trusts, - - - - -	92,364 22	
Due J. M. Ashley, President, for rolling stock, etc., furnished by him - - - - -	180,611 96	
	<hr/>	632,956 42

Profit and loss or income accounts, - - - - -	55,461 06
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Total, - - - - -	\$8,508,417 48
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COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road, and Branches Built by Company.

Total expended for construction and equipment, - - - - -	\$8,267,471 71
Average cost per mile of road (not including sidings,—181 miles), - - - - -	45,676 63
Proportion of cost for Michigan,—176 miles, - - - - -	8,039,086 88

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

MAIN LINE.

Extensions, - - - - -	\$896,786 72
New buildings, - - - - -	20,029 06
New fences, - - - - -	10,840 55
New locomotives, - - - - -	20,804 30
New cars, - - - - -	1,910 21
	<hr/>
Total, - - - - -	\$950,370 84

Total charges to property account as above, - - - - -	\$950,370 84
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Net addition to property account, - - - - -	\$950,370 84
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ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches:

Local fares, - - - - -	\$132,666 93
Through fares, - - - - -	1,263 56
Total passenger fares, - - - - -	<u>\$133,930 49</u>
Express and baggage, - - - - -	8,208 00
Mails, - - - - -	10,925 70
Total passenger earnings, - - - - -	<u>\$153,064 19</u>
Proportion for Michigan, - - - - -	\$148,844 99
Per train mile, - - - - -	63.01
Per mile of road, - - - - -	845 66

FREIGHT EARNINGS.

Main line and branches:

Local traffic, - - - - -	\$301,219 57
Through traffic, - - - - -	7,327 61
Total traffic, - - - - -	<u>\$308,547 18</u>
Other sources freight department, - - - - -	21,673 38
Total freight earnings, - - - - -	<u>\$330,220 56</u>
Proportion for Michigan, - - - - -	\$321,118 12
Per train mile, - - - - -	1 56.73
Per mile of road, - - - - -	1,824 42
Total transportation earnings, - - - - -	<u>\$483,284 75</u>
Transportation earnings per mile of road,—181,	\$2,670 08
Transportation earnings per train mile, -	1 06.55
Miscellaneous receipts from operating account, other than for transportation, as follows :	
From rentals of tracks or terminals, - - - - -	52,468 20
Total earnings from operation of road, - - - - -	<u>\$535,752 95</u>
Total earnings per mile of road, - - - - -	\$2,959 96
Total earnings per train mile, - - - - -	1 18.11
Proportion of taxable earnings for Michigan, - - - - -	520,984 97
Total taxable earnings per mile of road in Michigan, - - - - -	2,953 54
Total income from all sources, - - - - -	<u>\$535,752 95</u>
Proportion of income for Michigan, - - - - -	\$520,984 97

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track, - - - - -	\$27,151 16
Renewals of ties, - - - - -	4,948 85
Repairs of bridges, including culverts and cattle guards, -	8,101 51
Repairs of fences, road crossings, and signs, - - -	3,267 76
Repairs of buildings, - - - - -	3,192 20
Total, - - - - -	\$46,661 48

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -	\$27,791 05
Repairs of passenger cars, - - - - -	8,372 97
Repairs of freight cars, - - - - -	15,254 87
Total, - - - - -	\$51,418 89

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$23,182 41
Water supply, - - - - -	2,558 34
Oil and waste, - - - - -	3,687 73
Locomotive service, - - - - -	24,144 79
Passenger train service, - - - - -	8,198 05
Passenger train supplies, - - - - -	1,126 43
Freight train service, - - - - -	20,385 72
Freight train supplies, - - - - -	343 03
Mileage of freight cars, - - - - -	24,919 15
Telegraph expenses (maintenance and operating), - -	10,214 07
Damage and loss of freight and baggage, - - - - -	148 06
Damages to property and cattle, - - - - -	849 24
Personal injuries, - - - - -	335 60
Agents and station service, - - - - -	17,125 44
Station supplies, - - - - -	1,297 92
Total, - - - - -	\$138,516 06

CLASS 4.—*General Expenses.*

Salaries of the general officers of the company, - - -	\$12,641 66
Salaries of clerks in general offices, - - - - -	13,494 09
Law expenses, - - - - -	2,761 85
Insurance, - - - - -	2,105 09
Stationery and printing, - - - - -	4,713 86
Outside agencies and advertising, - - - - -	437 94
Contingencies, - - - - -	61,492 73
Taxes, - - - - -	8,362 22
Total, - - - - -	\$106,009 44

RECAPITULATION OF EXPENSES.

	Per cent of Expenses.	
Maintenance of way and buildings, - - -	13.62	\$46,661 48
Maintenance of motive power and cars, - - -	15.01	51,418 89
Conducting transportation, - - -	40.43	138,516 06
General expenses, including taxes, - - -	30.94	106,009 44
		<hr/>
Total operating expenses and taxes, - - -	100.00	\$342,605 87
Operating expenses and taxes per mile of road, - - - - -	\$1,892 85	
Operating expenses and taxes per train mile run, for trains earning revenue,—453,596 miles,	75.53	
Proportion of operating expenses and taxes for Michigan:		
Main line, - - - - -	333,141 60	
		<hr/>
Total proportion of expenses for Michigan, - - -		\$333,141 60
Percentage of expenses to earnings, - 63.94		
Net earnings per mile of road, - - - -	1,067 12	
Net earnings per train mile, - - - - -	42.58	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
From Toledo, Ohio, to Ann Arbor Mich., July, 1878.
From Ann Arbor, Mich., to South Lyon, Mich.; August, 1881.
From Owosso, Mich., to St. Louis, Mich., August, 1884.
From St. Louis, Mich., to Mt. Pleasant, June, 1886.
From Leland, Mich., to Owosso, Mich., October, 1886.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan:		
From Alexis to Mt. Pleasant, - - - - -	165 40	
In Ohio:		
From Toledo to Alexis, - - - - -	5 00	
		<hr/>
Total length completed, - - - - -	- -	170 40

BRANCHES.

South Lyon, from Leland to South Lyon,	-	-	8	00
Macon, from Macon to Quarry,	-	-	1	61
St. Louis, from S. V. & S. crossing to St. Louis,	-	-	1	38
				<hr/>
Total length of branches owned by Company,	-	-	-	10 99

	Miles. 100ths.	Miles. 100ths.
Total length of branches owned by Company in Michigan,	10	99
Total length of road belonging to this Company,	-	181 39
Total length of road belonging to this Company in Michigan,	176	39
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated,	21	78

Aggregate length of tracks in Michigan belonging to this Company, computed as single track, 198 17
Gauge of track, 4 feet 8½ inches.

	Total Miles.	In Michigan.
Total miles operated by the Company,	181 39	176 39

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of,	99; aggregate length, feet,	1,034
Combination bridges, number of,	1; aggregate, length, feet,	312
Wooden trestles, number of,	55; aggregate length, feet,	7,019
Total,	155;	8,365

Draw Bridges in Michigan.

How many on your line? None.

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?

- L. S. & M. S. R. R., at Monroe Junction.
- L. S. & M. S. R. R., at Dundee Junction.
- W. W. R'y, at Milan Junction.
- D., L. & N. R. R., at St. Louis Junction.
- D. L. & N. R. R., at Howell Junction.
- D., G. H. & M. R. R., at Durand.
- Chicago & Grand Trunk R. R., at Durand.
- D., G. H. & M. Coal Mine track R. R., at Corunna.
- M. C. R. R., at Owosso Junction.

What railroads cross your road either over or under your grade in this State, and where?

Over grade:
Michigan Central R. R., at Ann Arbor.

Under grade :
D., L. & N. R. R., at Howell.

Number of crossings of highways at grade in this State at which there are gates or flagmen, 3.

Number of crossings at which there are electric or automatic signals, 2

What pattern or patterns in use?
Ordinary one-arm swing gates.

Number of crossings of highways over or under railroad (over, 1; under, 1), 2

Number of highway bridges, 18 feet above track, -	1
Number of highway bridges, less than 18 feet above track, -	None.
Have safety-guards been erected at over-head obstructions? -	Yes.
Are your frogs and guard rails blocked as required by Act 174, Session Laws of 1883? - - - - -	Yes.
How are they treated? Oak or pine plank spiked to tie.	

Stations.

Number of stations on whole line, - - - - -	39
Same in Michigan, - - - - -	37

Employés.

Number of persons regularly employed on all roads operated by Company, including officials, - - - - -	464
Same in Michigan, - - - - -	297
Classify your employés as per following list:	

	Number
Baggagemen, - - - - -	10
Brakemen, - - - - -	47
Conductors, - - - - -	24
Engineers, - - - - -	25
Firemen, - - - - -	26
Laborers, - - - - -	127
Shopmen, - - - - -	72
Yardmen, - - - - -	29
Others, - - - - -	104

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you? - - - - -	354
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed:	

Land through which the road runs is fenced, except at such points as fence cannot be maintained, as swamps.

The pattern is not all standard, nor all completed which has been commenced. It is expected this work will be finished coming spring.

Road Bed and Track.

Number of track sections in Michigan, - - - - -	24
Average length of sections (miles), - - - - -	7
Average number of men in each section gang, - - - - -	4
Number of new ties put in whole line during the year, -	21,079
Number of new ties put in track in Michigan, - - - - -	17,685
Average number of new ties per mile of road, - - - - -	120

New rails put in track:	
Steel [tons 2,784] miles,	63.28
Total miles of track laid with new rails,	63.28

Bridges and Culverts.

Amount of trestle work replaced with earth during the year (linear feet),	800
Timber culverts replaced during the year,	13
With timber,—number,	13
New bridges built during the year,—number,	None.

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of more than 30 tons weight, exclusive of tender,	5	\$45,000 00
Number of locomotives of 20 to 30 tons weight, exclusive of tender,	26	182,000 00
Number of locomotives of 10 to 20 tons weight, exclusive of tender,	2	8,000 00
Total,	33	\$235,000 00
Number of passenger cars—8-wheel, including official cars,	13	45,500 00
Number of express and baggage cars,	4	10,000 00
Number of box freight cars,	530	172,250 00
Number of platform cars,	275	72,875 00
Number of conductors' way cars,	11	5,060 00
Other cars as follows:		
Combination, 5; snow plows, 2; wrecking, 1,	-	17,950 00
Total,	841	\$558,635 00
Number of locomotives equipped with power brakes,	14	
Number of passenger-train cars equipped with power brakes,	18	
Number of freight cars equipped with power brakes,	None.	
What patterns of power brakes have you in use, and number of locomotives and cars with each?		
Westinghouse straight automatic and St. Louis steam brakes.		
Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885?		
No.		
What pattern or patterns have you adopted for use?		
Have tried McGee and Blocker, without satisfactory result.		

MILEAGE, TRAFFIC, ETC.

Train Mileage.

Miles run by passenger trains during the year, - - -	236,486
Miles run by freight trains during the year, - - -	197,867
Miles run by mixed trains, - - -	19,253
Total mileage of trains earning revenue, - - -	453,596

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of through passengers carried, -	260		
Number of local passengers carried, -	152,219		
Total number of passengers carried, -	152,479		

Total passenger mileage, or passengers carried one mile,	5,017,029
Average distance traveled by each passenger, - -	32.90
Average amount received from each passenger, - -	\$0 87.84
Average rate of fare per mile for through passengers, -	02.57
Average rate of fare per mile for local passengers, -	02.67
Average rate of fare per mile for all passengers, -	02.66

Freight Traffic.

Number of tons of through freight carried, -	3,478
Number of tons of local freight carried, -	535,615
Total tons of freight carried, - -	539,093
Total mileage of through freight, - - -	582,400
Total mileage of local freight, - - -	27,287,763
Total freight mileage, or tons carried one mile,	27,870,163

Average ton haul for through freight, - - -	167.46
Average ton haul for local freight, - - -	50.95
Average ton haul for all freight, - - -	51.70
Average amount received for each ton haul, - -	57.23
Average rate per ton per mile, received for through freight, -	01.25
Average rate per ton per mile, received for local freight, -	01.10
Average rate per ton per mile, received for all freight, -	01.10

Freight Forwarded at Michigan Stations.

	Forwarded, Tons.
Grain, - - - - -	22,192
Flour, - - - - -	8,561
Provisions (beef, pork, lard, etc.), - - -	808
Animals, - - - - -	1,544
Other agricultural products, - - - - -	4,236

	Forwarded Tons.
Lumber and forest products, - - - - -	49,471
Coal, - - - - -	5,273
Plaster, lime and cement, - - - - -	1,810
Salt, - - - - -	559
Petroleum, - - - - -	701
Railroad iron, iron and steel rails, - - - - -	5,497
Pig and bloom iron, - - - - -	170
Other iron and castings, - - - - -	1,314
Ores, - - - - -	458
Stone, brick and sand, - - - - -	5,708
Manufactures,—articles shipped from point of production, - - - - -	12,873
Merchandise and other articles not enumerated above, - - - - -	45,778
Total forwarded, - - - - -	166,962

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain, - - - - -	38,034	7.05
Flour, - - - - -	24,455	4.53
Provisions (beef, pork, lard, etc.), - - - - -	860	.16
Animals, - - - - -	1,688	.31
Other agricultural products, - - - - -	16,352	3.03
Lumber and forest products, - - - - -	66,812	12.39
Coal, - - - - -	248,036	46.01
Plaster, lime and cement, - - - - -	3,511	.65
Salt, - - - - -	579	.11
Petroleum, - - - - -	1,656	.31
Railroad iron, iron and steel rails, - - - - -	12,372	2.29
Pig and bloom iron, - - - - -	7,454	1.39
Other iron and castings, - - - - -	11,708	2.17
Ores, - - - - -	458	.09
Stone, brick and sand, - - - - -	11,265	2.09
Manufactures,—articles shipped from point of production, - - - - -	21,305	3.96
Merchandise and other articles not enumerated above, - - - - -	72,548	13.46
Total tons carried, - - - - -	539,093	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company.

General freight taken at depots, only.

Fixed rate per month.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?
 Toledo, Ann Arbor & North Michigan R'y, miles, - - - 171

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

December 11. W. Laffler, farmer, Azalia, drunk, asleep on track.
 September 6. O. R. Chew, brakeman, Howell; on top of box car contrary to rules; struck overhead bridge.

INJURED.

February 2. M. Haley, brakeman, Samaria; carelessness
 February 10. Jas. Wellon, brakeman, Ann Arbor; carelessness.
 February 24. J. Garrett, brakeman, Owosso; carelessness.
 April 2. H. Reeder, brakeman, Elsie; carelessness.
 May 27. M. Bright, conductor, Vernon; caboose derailed.
 June 10. Jno. Burg, boy, Ann Arbor, getting on moving freight train.
 June 24. A. Brady, farmer, North Star; wagon struck by train, Brady injured; carelessness.
 August 8. J. Pendegrast, brakeman, Ann Arbor; slipped and fell under train.
 August 30. G. H. Ansted, brakeman, Hamberg; careless in coupling.
 October 6. Chas. McCarthy, brakeman, Owosso; careless in coupling.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accident.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions.....						
Coupling cars.....					2	
Derailments.....					1	
Falling from trains.....						
Frogs.....						
Getting on and off trains.....					1	1
Highway crossings.....						1
Miscellaneous.....					4	
Overhead obstructions.....		1				
Trespassers on trains.....						
Trespassers on tracks.....			1			
Total.....		1	1		8	2

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year,	-	-	-	-	2
Number of persons injured during the year,	.	-	.	-	10
Number of casualties purely accidental,	-	-	-	-	2
Number resulting from lack of caution, carelessness, or misconduct,	-	-	-	-	10
Persons killed or injured while intoxicated,	-	-	-	-	1
Trespassers and tramps killed or injured,	-	-	-	-	1
Suicides,	-	-	-	-	—

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employés.	Killed.	Injured.	Total.
Baggagemen.....			
Brakemen.....	1	7	8
Conductors.....		1	1
Engineers.....			
Firemen.....			
Laborers.....			
Shopmen.....			
Yardmen.....			
Not classified above.....	1	2	3
Total.....	2	10	12

STATE OF OHIO,

COUNTY OF LUCAS,

} ss.

Henry W. Ashley, General Manager, and George B. Parke, Auditor, of the Toledo, Ann Arbor & North Michigan Railway Co., being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

H. W. ASHLEY, *General Manager.*

G. B. PARKE, *Auditor.*

Subscribed and sworn to before me this 2d day of May, A. D. 1888.

[L. S.]

ISAAO N. HUNTSBERGER,

Commissioner of Deeds for Mich., residing at Toledo, Lucas Co., Ohio.

ANNUAL REPORT
OF THE
GRAND RAPIDS & INDIANA RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed May 28, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President and Gen. Manager, W. O. HUGHART, Grand Rapids, Mich.

Vice President and Treasurer, W. R. SHELBY, Grand Rapids, Mich.

Secretary and Asst't to President, J. H. P. HUGHART, Grand Rapids, Mich.

Auditor, F. A. GORHAM, Grand Rapids, Mich.

Division Superintendents :

J. M. METHEANY, Northern Division, Grand Rapids, Mich.

P. S. O'ROURKE, Southern Division, Fort Wayne, Ind.

Chief Engineer, G. S. JOHNSON, Grand Rapids, Mich.

General Passenger Agent, C. L. LOCKWOOD, Grand Rapids, Mich.

General Freight Agent, C. E. GILL, Grand Rapids, Mich.

General Counsel, T. J. O'BRIAN, Grand Rapids, Mich.

DIRECTORS.

W. O. HUGHART, Grand Rapids, Mich.

HARVEY J. HOLLISTER, Grand Rapids, Mich.

W. R. SHELBY, Grand Rapids, Mich.

J. G. WAIT, Sturgis, Mich.

S. S. COBB, Kalamazoo, Mich.

F. B. STOCKBRIDGE, Kalamazoo, Mich.

J. N. McCULLOUGH, Pittsburgh, Pa.

WILLIAM SHAW, Pittsburgh, Pa.

THOMAS D. MESSLER, Pittsburgh, Pa.

GEORGE B. ROBERTS, Philadelphia, Pa.

JOHN P. GREEN, Philadelphia, Pa.

HENRY H. HOUSTON, Philadelphia, Pa.

CHAS. F. MUHLER, Fort Wayne, Indiana.

Term expires March 6, 1889.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—April 1, 1855.

Number of stockholders at date of last election, - - - - - 716

Number of stockholders in Michigan at same date, - - - - - 265

Amount of full paid stock held in Michigan at same date,—Cannot answer.

Date of annual meeting of stockholders,—First Wednesday in March.

Fiscal year of Company ends December 31.

General offices of the Company are located at Grand Rapids, Mich.

REMARKS.

The Bay View, Little Traverse & Mackinaw Railroad was purchased by this Company under foreclosure proceedings and decree of sale, on the 17th day of January 1888, and its records and accounts will hereafter be merged in those of the main line.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$2,535,456 74
Total expenses, including taxes, - - - - -	\$1,666,101 77	
Net income, - - - - -	- - - - -	\$869,354 97
Interest on funded debt, - - - - -	744,100 00	
Interest on unfunded debt, - - - - -	16,500 00	
Rentals of buildings, tracks, etc., - - - - -	5,500 00	
		766,100 00
Balance for the year, - - - - -	- - - - -	\$103,254 97
Balance (profit and loss) last year, - - - - -	- - - - -	2,441,625 48
Items not included in above, as follows:		
Advances to C. R. & F. W. R'd for year 1887, - - - - -	\$6,644 63	
Sundry old accounts paid during year 1887, - - - - -	47,378 70	
Prop. of Mackinaw Transportation Com-		
pany's profits for year 1887, - - - - -	- - - - -	5,629 09
Balance forward to next year, - - - - -	- - - - -	2,386,764 75
	\$2,495,648 81	\$2,495,648 81

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$5,000,000	00
Par value of shares,	- - -	\$100	00
No. of shares issued,	- - -	49,883	
Amount paid in on common,	- - -	\$4,988,300	00
<hr/>			
Total amount paid in, as per books of the Company,	-	4,988,300	00
Paid in per mile of road owned by Com-			
pany,—miles, 403.50,	- - -	\$12,362	55

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mort. guaranteed bonds, Oct. 1, 1869.....	7 per cent..	1899.....	New York..	\$3,934,000 00
First mort. unguaranteed bonds, Oct. 1, 1869..	7 per cent..	1899.....	New York..	1,441,000 00
Six per cent mort. bonds, August 1, 1884.....	6 per cent..	1899.....	New York..	2,700,000 00
Five per cent mort. bonds, September 1, 1884..	5 per cent..	1924.....	New York..	3,267,000 00
<hr/>				
Total funded debt.....				\$11,342,000 00

UNFUNDED DEBT.

For what incurred.	Is the same to be Funded, or how Liquidated.	Amount.
For construction.....	(Acc't Mackinaw Extension) to be funded.....	\$275,000 00
For equipment.....	.....	.....
For real estate	To be paid	145,000 00
For renewals.....	.....	.....
For miscellaneous.....	To be paid.....	180,000 00
For current balances	{ Traffic balances, vouchers, pay rolls and coupons } { maturing January 1, 1888..... }	434,358 63
<hr/>		
Total unfunded debt.....		\$1,034,394 37

RECAPITULATION.

Total funded debt,	- - - - -	\$11,342,000 00
Total unfunded debt,	- - - - -	1,034,394 37
<hr/>		
Total debt liabilities,	- - - - -	\$12,376,394 37

Amount of debt liabilities per mile of road,—403.50 miles, -	\$30,672 60
Total amount of stock and debt, - - - - -	17,364,694 37
Stock and debt per mile of road, - - - - -	43,035 15

GENERAL BALANCE SHEET,—DR.

Construction account, - - - - -	\$12,779,329 40	
Equipment account, - - - - -	1,436,153 92	
Other investments (specifying same):		
Capital stock Bay View, Little Traverse & Mackinaw Railroad Co., - - - - -	25,400 00	
Bonds of Bay View, Little Traverse & Mackinaw Railroad Co., - - - - -	2,491 81	
Capital stock Mackinaw Transportation Co., - - - - -	71,666 67	
Capital stock Mackinaw Island Hotel Co., - - - - -	34,500 00	
Capital stock Muskegon, Grand Rapids & Indiana Railroad Co., - - - - -	930 00	
Capital stock Grand Rapids, Indiana & Manistee Railroad Co., - - - - -	1,350 00	
	<hr/>	\$14,351,821 60
Cash items:		
Cash, - - - - -	\$255,208 51	
Bills receivable, - - - - -	642 43	
Due from agents, - - - - -	61,993 56	
	<hr/>	317,844 50
Other assets:		
Materials and supplies, - - - - -	\$122,758 47	
Debit balances from companies and individuals, - - - - -	203,017 55	
	<hr/>	325,776 02
Profit and loss account, - - - - -	- - -	2,362,033 47
		<hr/>
Total, - - - - -	- - -	\$17,357,475 59

GENERAL BALANCE SHEET,—CR.

Capital stock, - - - - -	\$4,985,081 22
Funded debt, - - - - -	11,342,000 00
Unfunded debt:	
Interest unpaid (including interest due January 1, 1888), - - - - -	\$144,265 00
Notes payable, - - - - -	180,000 00
Vouchers and accounts (including December pay rolls), - - - - -	216,215 87
Other liabilities (list as follows):	
Bond and mortgage on real estate, - - - - -	141,135 74
Mackinaw loan, - - - - -	275,000 00
Due other companies, - - - - -	73,777 76
	<hr/>
	1,030,394 37
	<hr/>
Total, - - - - -	\$17,357,475 59

COST OF ROAD AND EQUIPMENT.

Purchased by Present Company.

When received from construction Company,—December 1, 1873.

Original cost to present Company, of road and equipment, -	\$10,848,250 00
Amount expended since purchase, account of construction, -	3,122,822 28
Amount expended since purchase, account of equipment, -	244,410 84
Total cost to date of report, -	14,215,483 12
Average cost per mile of road not including sidings, -	30,554 24
Proportion of cost for Michigan, 86.8 per cent, -	12,339,039 35

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

MAIN LINE.

Docks, - - - - -	\$6,665 50
Real estate and right of way, - - - - -	118,874 84
Extensions, - - - - -	21,410 70
Second track, - - - - -	5,955 80
New buildings, - - - - -	9,756 93
New fences, - - - - -	15,395 47
Machinery and tools, - - - - -	6,357 02
New locomotives, - - - - -	25,500 00
New cars, - - - - -	84,525 72
Total, - - - - -	\$294,441 98

LEASED OR PROPRIETARY ROADS.

Muskegon, Grand Rapids & Indiana R. R. Co.:

Docks, - - - - -	\$17,425 16
Real estate and right of way, - - - - -	9,785 18
Extensions, - - - - -	29,776 38
New buildings, - - - - -	16,860 84
New fences, - - - - -	9,598 04
Total, - - - - -	83,445 60
Total charges, - - - - -	\$377,887 58
Total charges to property account as above, - - - - -	377,887 58
Net addition to property account, - - - - -	377,887 58

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Roads.	Local Fares.	Through Fares.	Total Passenger Fare.	Express and Baggage.	Mails.	Total.	Proportion for Michigan.	Per Train Mile.	Per Mile of Road.
Main line and branches.....	\$576,061 86	\$170,907 30	\$746,969 16	\$28,125 15	\$37,233 29	\$812,377 60	\$705,143 76	\$1 17	\$2,210 96
<i>Leased or Proprietary Roads.</i>									
Traverse City Railroad.....	17,955 65	3,376 38	21,332 03	1,800 00	1,690 68	24,822 71	24,822 71	65	954 73
Bay View, Little Trav. & Mackinaw R.R.,	3,708 08	83 63	3,789 70	398 00	354 68	4,490 38	4,490 38	30	787 78
Muskegon, Gr'd Rapids & Indiana R. R.,	46,444 91	1,462 13	47,907 04	2,520 00	-----	50,427 04	50,427 04	67	1,371 79
Total passenger earnings.....	\$644,168 50	\$175,779 43	\$819,947 93	\$32,941 15	\$39,323 05	\$892,117 73	\$784,883 89	\$1 08	\$1,890 24

FREIGHT EARNINGS.

Roads.	Local Traffic.	Through Traffic.	Total Traffic.	Other Sources, Fr't Department.	Total.	Proportion for Michigan.	Per Train Mile.	Per Mile of Road.
Main line and branches.....	\$520,936 88	\$392,401 91	\$1,513,388 79	\$1,131 97	\$1,514,470 76	\$1,314,590 62	\$1 35	\$3,753 34
<i>Leased or Proprietary Roads.</i>								
Traverse City Railroad.....	11,077 30	6,604 20	17,681 50	-----	17,681 50	17,681 50	95	680 06
Bay View, Little Traverse & Mackinaw R. R.....	1,802 50	816 88	2,619 38	-----	2,619 38	2,619 38	64	459 54
Muskegon, Grand Rapids & Indiana R. R.....	29,531 46	42,180 01	71,711 47	-----	71,711 47	71,711 47	2 23	1,950 80
Total freight earnings.....	\$563,318 14	\$1,042,003 02	\$1,605,351 14	\$1,131 97	\$1,606,483 11	\$1,408,572 97	\$1 37	\$3,406 85

Total transportation earnings, - - - - -		\$2,498,600 84
Transportation earnings per mile of road, - - -	\$5,294 09	
Transportation earnings per train mile, - - -	1 25	
Miscellaneous receipts from operating account, other than for transportation as follows:		
From telegraph, - - - - -	18,910 51	
From rentals of tracks or terminals, - - -	6,653 37	
From other sources: - - - - -	11,292 02	
Total, - - - - -		36,855 90
Total earnings from operation of road, - - -		\$2,535,456 74
Total earnings per mile of road, - - -	\$5,372 18	
Total earnings per train mile, - - -	1 27	
Proportion of taxable earnings for Michigan, - - -	2,223,685 75	
Total taxable earnings per mile of road in Michigan, - - - - -	5,309 03	
Income other than from earnings, - - - - -		5,629 09
Total income from all sources, - - - - -		\$2,541,085 83
Proportion of income for Michigan, - - -	2,228,571 80	

ANALYSIS OF EARNINGS BY DIVISIONS.

	G. R. & I.	T. C.	B. V. L. T. & M.	M., G. R. & I.	Total.
Total trans. earnings.....	\$2,326,848 36	\$42,504 21	\$7,109 76	\$122,138 51	\$2,498,600 84
Miscellaneous receipts:					
Telegraph.....	18,028 26	413 44	135 11	333 70	18,910 51
Rents.....	6,653 37				6,653 37
Miscellaneous.....	10,371 45			920 57	11,292 02
Total.....	\$35,053 08	\$413 44	\$135 11	\$1,254 27	\$36,855 90
Total from operation.....	2,361,901 44	42,917 65	7,244 87	123,392 78	2,535,456 74
Total per mile of road.....	5,853 53	1,050 68	1,271 03	3,356 71	5,372 18
Total per train mile.....	1 30	76	38	1 14	1 27
Taxable earnings for Michigan....	2,051,750 41	42,917 65	7,244 87	123,392 78	2,225,305 71
Taxable earnings per mile of road.	5,851 00	1,050 68	1,271 03	3,356 71	5,309 03
Income other than from earnings,	5,629 09				5,629 09
Total income from all sources.....	2,367,580 53	42,917 65	7,244 87	123,392 78	2,541,085 83
Proportion of income for Michigan	2,055,016 50	42,917 65	7,244 87	123,392 78	2,228,571 80

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track, - - - - -	\$226,210 16
Renewals of rails, - - - - -	22,536 84
Renewals of ties, - - - - -	59,051 30
Repairs of bridges, including culverts and cattle guards, -	40,776 17
Repairs of fences, road crossings, and signs, - - -	29,275 91
Repairs of buildings, - - - - -	54,579 95
<hr/>	
Total, - - - - -	\$432,430 33

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -	\$100,880 26
Repairs of passenger cars, - - - - -	49,549 57
Repairs of freight cars, - - - - -	142,110 45
<hr/>	
Total, - - - - -	\$292,540 28

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$181,662 65
Water supply, - - - - -	11,035 49
Oil and waste, - - - - -	21,478 94
Locomotive service, - - - - -	142,644 40
Passenger train service, - - - - -	42,435 42
Passenger train supplies, - - - - -	6,880 38
Mileage of passenger cars, - - - - -	1,469 38
Freight train service, - - - - -	82,153 73
Freight train supplies, - - - - -	911 62
Mileage of freight cars, - - - - -	5,245 72
Telegraph expenses (maintenance and operating), - -	40,287 69
Damage and loss of freight and baggage, - - - - -	2 814 84
Damages to property and cattle, - - - - -	3,110 41
Personal injuries, - - - - -	22,629 11
Agents and station service, - - - - -	166,736 90
Station supplies, - - - - -	19,094 38
<hr/>	
Total, - - - - -	\$750,591 06

CLASS 4.—*General Expenses.*

Salaries of the general officers of the Company, - - -	\$24,351 31
Salaries of clerks in general offices, - - - - -	41,239 41
Law expenses, - - - - -	9,565 51
Insurance, - - - - -	4,323 04
Stationery and printing, - - - - -	20,518 67
Outside agencies and advertising, - - - - -	13,965 63
Contingencies, - - - - -	34,202 86
Taxes, - - - - -	42,373 67
<hr/>	
Total, - - - - -	\$190,540 10

RECAPITULATION OF EXPENSES.

	Per Cent of Expenses.	
Maintenance of way and buildings, - - -	25.95	\$432,430 33
Maintenance of motive power and cars, - - -	17.56	292,540 28
Conducting transportation, - - -	45.05	750,591 06
General expenses, including taxes, - - -	11.44	190,540 10
Total operating expenses and taxes, - - -	100.00	\$1,666,101 77
Operating expenses and taxes per mile of road, -	\$3,530 18	
Operating expenses and taxes per train mile run, for trains earning revenue,—1,996,016 miles, -	83	
Proportion of operating expenses and taxes for Michigan:		
Main line, - - - - -	1,316,753 56	

Leased or Proprietary Roads.

Traverse City R. R., - - - - -	34,035 97
Muskegon, Grand Rapids & Indiana R. R., -	105,843 43
Bay View, Little Traverse & Mackinaw R. R.,	9,225 18

Total proportion of expenses for Michigan, \$1,465,858 14

Percentage of expenses to earnings, -	65.7
Net earnings per mile of road, - - -	1,842 00
Net earnings per train mile, - - - -	44

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:

Main Line:

From Fort Wayne, Ind., to Mackinaw City, Mich., July 3, 1882.

Traverse City Railroad:

From Walton, Mich., to Traverse City, Mich., December 1, 1872.

Muskegon, Grand Rapids & Indiana Railroad:

From Grand Rapids, Mich., to Muskegon, Mich., December 1, 1886.

Bay View, Little Traverse & Mackinaw Railroad:

From Keweenaw, Mich., to Harbor Springs, Mich., February 1, 1882.

MAIN LINE.

Name, description, and length of each:	Miles. 100ths.	Miles. 100ths.
In Michigan:		
From Crooked Creek to Mackinaw City, - - -	313 48	
In Indiana:		
From Fort Wayne to Crooked Creek, - - -	53 11	
Total length completed, - - - - -	- -	366 59
Length of double track on main line, - - - - -	- -	95

BRANCHES.

Manistee branch, from Milton Junction to Carey,	14	51	
Deer Lake spur of Manistee branch, from Deer Lake to Raiguels, - - - - -	6	96	21 47
Missaukee branch, from Missaukee Junction to Jennings, - - - - -	7	64	
Long Lake spur of Missaukee branch, from Long Lake Junction to Long Lake, - - - - -	77		8 41
Osceola branch, from Osceola Junction to Olga, - - - - -			7 03
<hr/>			
Total length of branches owned by Company, - - - - -			36 91
Total length of branches owned by Company in Michigan, - - - - -			
			36 91
Total length of road belonging to this Company, - - - - -			404 45
Total length of road belonging to this Company in Michigan, - - - - -			351 34
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated, - - - - -			78 12
Aggregate length of tracks in Michigan belonging to this Company, computed as single track, - - - - -			429 46
Gauge of track, 4 feet 9 inches.			

Proprietary or Leased Roads Operated by this Company.

Name, description, and length of each:	Total Miles. In Michigan.	
Cincinnati, Richmond & Fort Wayne Railroad, - - - - -	85	60
Traverse City Railroad, - - - - -	26	00
Muskegon, Grand Rapids & Indiana Railroad, - - - - -	36	76
Bay View, Little Traverse & Mackinaw Railroad, - - - - -	5	70
<hr/>		
Total, - - - - -	154	06
<hr/>		
Total miles operated by the Company, - - - - -	558	51
		419 80

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of,	11; aggregate length, feet,	1,217.2
Iron bridges, number of, - - - - -	2; aggregate length, feet,	282.5
Combination bridges, number of,	7; aggregate length, feet,	1,091.0
Wooden trestles, number of,	190; aggregate length, feet,	13,928.4
<hr/>		
Total, - - - - -	210; - - - - -	16,519.1

Draw Bridges in Michigan.

How many on your line? - - - - -	None.
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Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?

Lake Shore & Michigan Southern R. R., at Sturgis, Kalamazoo, Plainwell, Grand Rapids.

Michigan Central R. R. at Wasepi, Kalamazoo, Grand Rapids.

Chicago & Grand Trunk R. R., at Vicksburg.

Cincinnati, Jackson & Mackinaw R. R., at Monteith.

Chicago & West Michigan R. R., at Grand Rapids, Mill Creek, Fruitport Junction, Muskegon.

Detroit, Grand Haven & Milwaukee R. R., at Grand Rapids.

Detroit, Lansing & Northern R. R., at Big Rapids.

Colfax & Big Rapids R. R., at Big Rapids.

Toledo, Saginaw and Muskegon R. R., at Cedar Springs.

Paris & Pere Marquette River R. R., at U. Paris.

Flint & Pere Marquette R. R., at Reed City.

Toledo Ann Arbor & Cadillac R. R., at Cadillac.

Cadillac & North Eastern R. R., at Cadillac.

Manistee & Luther R. R., at Carey.

What railroads cross your road either over or under your grade in this State, and where?

Over grade:

Detroit, Grand Haven & Milwaukee R. R., near Kinney.

Under grade:

Missaukee R. R., at Byers.

At what crossings are interlocking and derailing switches in operation?

M. C. Crossing at Wasepi.

What pattern?

Union Switch and Signal Company.

Number of crossings of highways at grade in this State, - - - - - 487

Number of crossings of highways at grade in this State, at which there are gates or flagmen. - - - - - 27

Number of crossings at which there are electric or automatic signals, - - - - - 3

What pattern or patterns in use?

Pennsylvania Steel Company.

Number of crossings of highways over or under railroad (over, 5; under, 1), - - - - - 6

Number of highway bridges, 18 feet above track, - - - - - 5

Number of highway bridges, less than 18 feet above track, - - - - - None.

Have safety guards been erected at over-head obstructions? - - - - - Yes.

Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883? - - - - - Yes.

How are they treated?

Wooden blocks.

Stations.

Number of stations on whole line, - - - - - 167

Same in Michigan, - - - - - 152

Employés.

Number of persons regularly employed on all roads operated by Company, including officials, - - - - -	2,001
Same in Michigan, - - - - -	1,705
Classify your employés as per following list:	
Baggagemen, - - - - -	21
Brakemen, - - - - -	107
Conductors, - - - - -	60
Engineers, - - - - -	89
Firemen, - - - - -	90
Laborers, - - - - -	836
Shopmen, - - - - -	330
Yardmen, - - - - -	38
Others, - - - - -	430

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you? - - - - -	547
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed, - - - - -	117
Osceola, Lake, Wexford, Missaukee, Grand Traverse, Charlevoix, Emmet.	

Road Bed and Track.

Number of track sections in Michigan, - - - - -	94
Average length of sections (miles), - - - - -	4.4
Average number of men in each section gang, - - - - -	4
Number of new ties put in whole line during the year, - - - - -	224,692
Number of new ties put in track in Michigan, - - - - -	201,692
Average number of new ties per mile of road. - - - - -	557
New rails put in track:	
Steel [tons, 1,074.780], miles, - - - - -	11.4
Total miles of track laid with new rails, - - - - -	11.4

Bridges and Culverts.

Amount of trestle work replaced with earth during the year (linear feet), - - - - -	136
Amount of trestle work replaced with iron pipe during the year (linear feet), - - - - -	124
Timber culverts replaced during the year, - - - - -	10
With sewer pipe,—number. - - - - -	4
With timber,—number, - - - - -	6
New bridges built during the year,—number, - - - - -	37

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of more than 30 tons weight, exclusive of tender, - - - - -	41	\$205,000 00
Number of locomotives of 20 to 30 tons weight, exclusive of tender, - - - - -	20	60,000 00
Number of locomotives of 10 to 20 tons weight, exclusive of tender, - - - - -	1	2,500 00
Total, - - - - -	62	\$267,500 00
Number of passenger cars—12-wheel, including official cars, - - - - -	17	51,000 00
Number of passenger cars—8-wheel, including official cars, - - - - -	30	75,000 00
Number of express and baggage cars, - - - - -	24	36,000 00
Number of box freight cars, - - - - -	1,351	405,300 00
Number of stock cars, - - - - -	50	15,000 00
Number of platform cars, - - - - -	1,577	394,250 00
Number of charcoal cars, - - - - -	30	9,000 00
Number of conductors' way cars, - - - - -	45	11,250 00
Other cars as follows:		
Snow plows, 5; wrecking cars, 3; derrick cars, 2; pile driver, 1, - - - - -	11	5,500 00
Total, - - - - -	3,135	\$1,269,800 00
Number of locomotives equipped with power brakes,	37	
Number of passenger train cars equipped with power brakes, - - - - -	71	
What patterns of power brakes have you in use, and number of locomotives and cars with each?		
Seventy-one passenger cars and 33 locomotives equipped with Westing- house; 3 locomotives with American steam brake, and 1 with Eames vacuum.		
Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885?		
Yes.		
What pattern or patterns have you adopted for use?		
Blocker and Almy.		

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

Miles run by passenger trains during the year, - - -	822,771
Miles run by freight trains during the year, - - -	1,173,245
Total mileage of trains earning revenue, - - -	1,996,016

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of through passengers carried, -	97,482		
Number of local passengers carried, -	971,887		
Total number of passengers carried, -	1,069,369		
Total passenger mileage, or passengers carried one mile, •	33,323,325		
Average distance traveled by each passenger, -	31.1		
Average amount received from each passenger, -		\$0 77	
Average rate of fare per mile for through passengers, -		02.159	
Average rate of fare per mile for local passengers, -		02.558	
Average rate of fare per mile for all passengers, -		02.460	

Freight Traffic.

Number of tons of through freight carried, -	861,230		
Number of tons of local freight carried, -	519,746		
Total tons of freight carried, -	1,380,976		
Total mileage of through freight, -	108,702.487		
Total mileage of local freight, -	36,043,707		
Total freight mileage, or tons carried one mile, -	144,736,194		
Average ton haul for through freight, -	126.2		
Average ton haul for local freight, -	69.3		
Average ton haul for all freight, -	104.9		
Average amount received for each ton haul, -	\$1 16		
Average rate per ton per mile, received for through freight, -	.958		
Average rate per ton per mile, received for local freight, -	1.563		
Average rate per ton per mile, received for all freight, -	1.109		

Freight Forwarded at Michigan Stations.

	Forwarded, Tons.
Grain, -	33,980
Flour, -	13,198
Provisions (beef, pork, lard, etc.), -	3,348
Animals, -	4,203
Other agricultural products, -	42,103
Lumber and forest products, -	843,551
Coal, -	20,148
Plaster, lime and cement, -	16,520
Salt, -	3,965
Petroleum, -	3,437
Railroad iron, iron and steel rails, -	11,996
Pig and bloom iron, -	23,419
Other iron and castings, -	3,616
Ores, -	32,656

	Forwarded, Tons.
Stone, brick and sand, - - - - -	13,226
Manufactures,—articles shipped from point of production, - - -	38,223
Merchandise and other articles not enumerated above, - - -	92,151
Total forwarded, - - - - -	1,199,740

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain, - - - - -	46,934	3.4
Flour, - - - - -	13,827	1.0
Provisions (beef, pork, lard, etc. , - - - - -	5,697	.4
Animals, - - - - -	10,540	.8
Other agricultural products, - - - - -	50 829	3.7
Lumber and forest products, - - - - -	859,786	62.8
Coal, - - - - -	56,547	4.1
Plaster, lime and cement, - - - - -	19,950	1.5
Salt, - - - - -	4,188	.3
Petroleum, - - - - -	6,253	.5
Railroad iron, iron and steel rails, - - - - -	20,863	1.5
Pig and bloom iron, - - - - -	26,349	1.9
Other iron and castings, - - - - -	7,665	.6
Ores, - - - - -	32,656	2.4
Stone, brick and sand, - - - - -	14,580	1.1
Manufactures,—articles shipped from point of produc- tion, - - - - -	54,514	3.9
Merchandise and other articles not enumerated above, - - - - -	138,972	10.1
Total tons carried, - - - - -	1,370,150	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

Adams Express Company; 40 per cent of gross receipts; a minimum of \$36,000 00 per year guaranteed.

All freight received and delivered at depots.

The above covers all lines operated by this Company.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?

Miles, 861.16. Owned by Company.

TRANSPORTATION COMPANIES.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other than the exclusive property of your own or some other railroad company

have been in use on your road, in the State of Michigan, during the year, on what terms respectively, and if rented by you or allowed mileage between local points in this State, the amount paid for the use of such cars during the period under report?

Pullman Palace Car Co., Chicago, Ill., \$944.64. Paid to Detroit, Lansing & Northern Railroad Company.

Woodruff Sleeping and Parlor Coach Co., Philadelphia (partly estimated), \$6,646.95.

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

January 15. Michael Hogan, trespasser, near Child's Mill, intoxicated; no blame attached to Company by jury.

April 2. George Crabtree, trespasser, near Reynolds, intoxicated; no blame attached to Company by jury.

April 28. A. C. Clark, citizen, near Belmont, at crossing D., L. & Northern train; no blame attached to Company by jury.

May 7. Miles Bascom, brakeman, Mancelona, coupling; accidental.

June 1. Chas. Croft, boy, trespasser, Muskegon, fell from train.

June 1. Peter Corbin, trespasser, Muskegon, intoxicated, lying on track; no blame attached to Company by jury.

June 9. Peter Smith, would-be passenger, Reed City, trying to get on moving train, through carelessness fell under wheels.

August 22. N. Bump, brakeman, Montieth, struck by overhead bridge.

September 6. Charles Lytle, citizen, crossing near Belmont; lack of caution; no blame attached to Company by jury.

October 4. Wm. W. Warner, trespasser, Wetzell, carelessness; no blame attached to Company; intoxicated, drove on to crossing.

November 1. Stephen S. Pew, brakeman, Kalkaska, coupling; accidental; no blame attached to Company.

INJURED.

February 19. D. G. Crotty, passenger, near Poland's, coach jumped track, broken arm and shoulder.

March 16. Frank Price, laborer work train, Grand Rapids, jumping off train; carelessness; hurt in head, chest, back and legs.

April 21. Thos. Sheehan, trespasser, Vicksburg, fell from train, legs cut off.

May 9. Jno. Terry, brakeman, Sturgis, coupling cars; thumb mashed.

May 31. Frank Jaqueth, boy, trespasser, Grand Rapids, playing about train, arm crushed.

June 16. J. C. Spicer, farmer, Indian Field, crossing road, struck by engine; head cut.

June 27. Harry Thomas, D., L. & N. brakeman, Grand Rapids, foot caught under engine and taken off.

September 1. H. Prutzman, Kalamazoo, crossing track, struck by engine, slightly injured.

September 5. Fred Jaynes, switchman, Grand Rapids, coupling, arm crushed; accidental.

September 26. Cleyton Smith, brakeman, Mendon, coupling cars, foot taken off; carelessness.

October 1. Chas. Preston, brakeman, Portage Lake, coupling cars; finger pinched.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accident.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions						
Coupling cars.....		2			4	
Derailments.....				1		
Falling from trains.....						
Frogs						
Getting on and off trains.....	1				1	
Highway crossings.....			8			2
Miscellaneous						1
Overhead obstructions.....		1				
Trespassers on trains.....			1			1
Trespassers on tracks.....			8			1
Total	1	8	7	1	5	5

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year, -	-	-	-	11
Number of persons injured during the year, -	-	-	-	11
Number of casualties purely accidental, -	-	-	-	5
Number resulting from lack of caution, carelessness, or misconduct, -	-	-	-	10
Persons killed or injured while intoxicated, -	-	-	-	3
Trespassers and tramps killed or injured, -	-	-	-	4
Suicides, -	-	-	-	—

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employés.	Killed.	Injured.	Total.
Baggagemen.....			
Brakemen	3	3	6
Conductors.....			
Engineers.....			
Firemen			
Laborers.....		1	1
Shopmen			
Yardmen		1	1
Not classified above.....			
Total.....	3	5	8

STATE OF MICHIGAN, }
COUNTY OF KENT, } ss.

W. O. Hughart, President, and J. H. P. Hughart, Secretary, of the Grand Rapids & Indiana Railroad Company, being duly sworn depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

W. O. HUGHART, *President.*

J. H. P. HUGHART, *Secretary.*

Subscribed and sworn to before me this 18th day of May, A. D. 1888.

[L. S.]

WM. S. HOWARD,

Notary Public for Kent Co., Mich.

ANNUAL REPORT
OF THE
BAY VIEW, LITTLE TRAVERSE & MACKINAW RAILROAD
COMPANY,

For the Year ending December 31, 1887.

. [Filed May 23, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, W. O. HUGHART Grand Rapids.
Secretary, J. H. P. HUGHART, Grand Rapids.
Treasurer, W. R. SHELBY, Grand Rapids.
Transfer Agent, J. H. P. HUGHART, Grand Rapids.

DIRECTORS.

None elected at last annual meeting. Existence of Company was terminated by resolution of stockholders, adopted May 2, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—(about) April 30, 1879.

Number of stockholders at date of last election, - - - - -	39
Number of stockholders in Michigan at same date, - - - - -	38
Amount of full paid stock held in Michigan at same date, - - - - -	\$46,600 00
Date of annual meeting of stockholders,—First Wednesday in May.	
Fiscal year of Company ends December 31.	
General offices of the Company are located at Grand Rapids, Mich.	

REMARKS.

Operated during 1887 by the Grand Rapids & Indiana Railroad Company, which owns all of the bonds, and a majority of the capital stock.

Default having been made in the payment of interest on the bonds, the road was sold under foreclosure proceedings on the 17th day of January, 1888, and was purchased by the Grand Rapids & Indiana Railroad Company ; its operations and accounts will hereafter be merged in those of that company.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$50,000 00
Par value of shares,	-	\$100 00
Average price received per share,		
Cannot answer.		
No. of shares issued,	-	467
Amount paid in on common,	-	\$46,700 00
Total amount paid in, as per books of the Company,		- 46,700 00
Paid in per mile of road owned by Company,—		
miles, 5.70,	-	\$8,192 98

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage.....	6 per cent	1901.	Grand Rapids.....	\$25,000 00
Total funded debt.....				\$25,000 00

UNFUNDED DEBT.

For what Incurred.	Is the same to be Funded, or How Liquidated.	Amount.
For construction.....
For equipment.....
For real estate.....
For renewals.....
For miscellaneous—Unpaid coupons, wiped out by sale of road,	\$7,500 00
For current balances due G. R. & I. R. R. Co., wiped out by sale of road	18,046 51
Total unfunded debt.....		\$25,546 51

RECAPITULATION.

Total funded debt, - - - - -	\$25,000 00
Total unfunded debt, - - - - -	25,546 51
Total debt liabilities, - - - - -	<u>\$50,546 51</u>
Amount of debt liabilities per mile of road,—5.7 miles, -	8,867 81
Total amount of stock and debt, - - - - -	97,246 51
Stock and debt per mile of road, - - - - -	17,060 79

Interest on the Funded Debt.

What is the amount of same due each year? - - -	1,500 00
Was it paid for the last year? - - -	No.
If interest is in default state the years and amounts as follows:	
Year 1883, - - - - -	\$1,500 00
Year 1884, - - - - -	1,500 00
Year 1885, - - - - -	1,500 00
Year 1886, - - - - -	1,500 00
Year 1887, - - - - -	1,500 00
	<u>7,500 00</u>

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction, - - - - -	\$71,700 00
Average cost of construction per mile of road (not including sidings), - - - - -	12,578 95
Proportion of cost of construction for Michigan, - - -	71,700 00

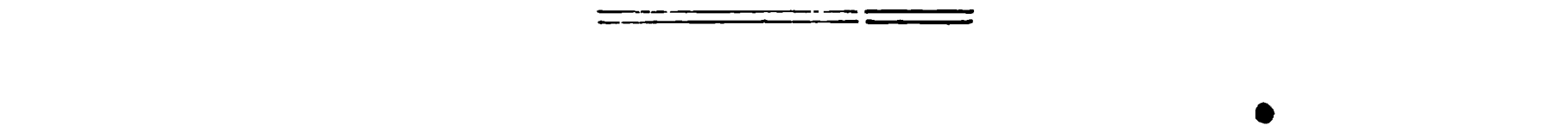
DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
February, 1882.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
Length completed in Michigan, - - - - -	5 70	
Total length completed, - - - - -	- -	5 70
Total length of road belonging to this Company, - - -		5 70
Total length of road belonging to this Company in Michigan, - - - - -	5 70	

Aggregate length of sidings, spurs, and other tracks not above enumerated, - - - - -	- -	33
Same in Michigan, - - - - -	33	
Aggregate length of tracks belonging to this Company, computed as single track, - - - - -	- -	6 03
Same in Michigan, - - - - -	6 03	
Gauge of track 4 feet 9 inches.		



STATE OF MICHIGAN, } ss.
COUNTY OF KENT, }

W. O. Hughart, President, and J. H. P. Hughart, Secretary, of the Bay View, Little Traverse & Mackinaw Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed, W. O. HUGHART, *President.*
J. H. P. HUGHART, *Secretary.*

Subscribed and sworn to before me this 21st day of May, A. D. 1888.
F. A. GORHAM,
Notary Public, Kent Co., Mich.

ANNUAL REPORT
OF THE
MUSKEGON, GRAND RAPIDS & INDIANA RAILROAD
COMPANY,

For the Year ending December 31, 1887.

[Filed May 23, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, W. O. HUGHART, Grand Rapids.
Secretary, J. H. P. HUGHART, Grand Rapids.
Treasurer, W. R. SHELBY, Grand Rapids.
Transfer Agent, J. H. P. HUGHART, Grand Rapids.

DIRECTORS.

W. O. HUGHART, Grand Rapids, Mich.
W. R. SHELBY, Grand Rapids, Mich.
J. M. METHEANY, Grand Rapids, Mich.
T. J. O'BRIEN, Grand Rapids, Mich.
J. H. P. HUGHART, Grand Rapids, Mich.
L. M. KEATING, Muskegon, Mich.
N. MCGRATH, Muskegon, Mich.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—February 12, 1886.

Number of stockholders at date of last election,	-	-	-	-	-	7
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Number of stockholders in Michigan at same date,	-	-	-	-	-	7
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Amount of full paid stock held in Michigan at same date,	-	-	-	-	None issued.
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Fiscal year of Company ends December 31.

General offices of the Company are located at Grand Rapids, Mich:

REMARKS.

Leased to Grand Rapids & Indiana Railroad Company for ninety-nine years from time of completion—December 1st, 1886. Terms, net earnings guaranteed to be equal to interest on bonds.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$350,000 00
Par value of shares, - - -	\$100 00	
No. of shares issued, - - -	None.	
Amount paid in on shares not issued (number 200), -	1,000 00	
Total amount paid in, as per books of the Company, -		1,000 00
Paid in per mile of road owned by Company,—miles, 36.76, - - - -	\$27 20	

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
*First mortgage—June 9, 1886.....	5 per cent	July 1, 1926.	New York.....	\$750,000 00
Total funded debt.....				\$750,000 00

* Issued by Grand Rapids & Indiana Railroad Co., and secured by first mortgage on the railroad and property of the Muskegon, Grand Rapids & Indiana Railroad Co.

UNFUNDED DEBT.

For What Incurred.	Is the same to be Funded, or how Liquidated.	Amount.
For construction.....	To be paid.....	\$6,805 77
For equipment.....		
For real estate.....	To be paid.....	6,000 00
For renewals.....		
For miscellaneous—Coupons due January 1, 1888.....	To be paid.....	18,800 00
For current balances—G. R. & I. R. R. Co. operating account....	To be paid.....	23,567 24
Total unfunded debt.....		\$55,173 01

RECAPITULATION.

Total funded debt, - - - - -	\$750,000 00
Total unfunded debt, - - - - -	55,173 01
Total debt liabilities, - - - - -	<u>\$805,173 01</u>
Amount of debt liabilities per mile of road,—36.76 miles, -	21,903 51
Total amount of stock and debt, - - - - -	806,173 01
Stock and debt per mile of road, - - - - -	21,930 71

Interest on the Funded Debt.

What is the amount of the same due each year, - - -	\$37,500 00
Was it paid for the last year? - - -	Yes.
If interest is in default state the years and amounts as follows:	None.

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction, - - - - -	\$697,394 22
Average cost of construction per mile of road (not including sidings), - - - - -	18,971 55
Proportion of cost of construction for Michigan, - - -	697,394 22

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
December 1, 1886.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
Length completed in Michigan, - - - - -	36 76	
Total length completed, - - - - -	<u>36 76</u>	
Total length of road belonging to this Company, - - -		36 76
Total length of road belonging to this Company in Michigan, - - - - -	36 76	
Aggregate length of sidings, spurs and other tracks not above enumerated, - - - - -		6 30
Same in Michigan, - - - - -	6 30	
Aggregate length of tracks belonging to this Company, computed as single track, - - - - -		43 06
Same in Michigan, - - - - -	43 06	
Gauge of track, 4 feet 9 inches.		

STATE OF MICHIGAN, } ss.
COUNTY OF KENT, }

W. O. Hughart, President, and J. H. P. Hughart, Secretary, of the Muskegon, Grand Rapids & Indiana Railroad Co., being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the stock, debt, and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed,

W. O. HUGHART. *President.*

J. H. P. HUGHART, *Secretary.*

Subscribed and sworn to before me this 21st day of May, A. D. 1888.

[L. S.]

F. A. GORHAM,

Notary Public, Kent Co., Mich.

ANNUAL REPORT
OF THE
TRAVERSE CITY RAILROAD COMPANY,

For the Year ending December 31st, 1887.

[Filed May 29, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, PERRY HANNAH, Traverse City, Mich.
Secretary, J. H. P. HUGHART, Grand Rapids, Mich.
Treasurer, J. H. P. HUGHART, Grand Rapids, Mich.
Transfer Agent, J. H. P. HUGHART, Grand Rapids, Mich.

DIRECTORS.

PERRY HANNAH, Traverse City, Mich.
SMITH BARNES, Traverse City, Mich.
W. H. C. MITCHELL, Traverse City, Mich.
THOS. T. BATES, Traverse City, Mich.
D. C. LEACH, Traverse City, Mich.
W. R. SHELBY, Grand Rapids, Mich.
W. O. HUGHART, Grand Rapids, Mich.
Term expires May 4, 1889.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed, —October 30, 1871.
Number of stockholders at date of last election, - - - - - 73
Number of stockholders in Michigan at same date, - - - - - 72
Amount of full paid stock held in Michigan at same date, - - - - \$85,400 00
Date of annual meeting of stockholders,—Thursday after first Wednesday in May.
Fiscal year of Company ends December 31.
General offices of the Company are located at Traverse City, Mich.

REMARKS.

Leased to Grand Rapids & Indiana Railroad Co. for 50 years from January 1, 1883; rental, net earnings guaranteed to be not less than interest on first mortgage bonds, or \$7,500 per year.
All traffic and road statistics included in the report of the lessee corporation.

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association,	-	\$205,000 00
Par value of shares, - - -	\$100 00	
Average price received per share,	100 00	
No. of shares issued, - - -	2,050	
Amount paid in on common, - - -	\$205,000 00	
<hr/>		
Total amount paid in as per books of the Company, -		205,000 00
 Paid in per mile of road owned by Company,		
—miles, 26, - - - - -		\$7,884 62

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage, January 1, 1883.....	3 per cent.	Jan. 1, 1933.....	New York....	\$250,000 00
Income, January 1, 1883.....	{ Not to exceed 5 per cent. }	Jan. 1, 1933.....	New York....	190,000 00
Total funded debt.....				\$440 000 00

UNFUNDED DEBT.

For what Incurred.	Is the Same to be Funded, or How Liquidated.	Amount.
For construction
For equipment.....
For real estate.....
For renewals.....
For miscellaneous.....	Coupons due Jan. 1, 1888—to be paid.....	\$3,750 00
For current balances.....	6 35
Total unfunded debt.....		\$3,756 35

RECAPITULATION.

Total funded debt,	-	-	-	-	-	-	-	\$440,000 00
Total unfunded debt,	-	-	-	-	-	-	-	3,756 35
								<hr/>
Total debt liabilities,	-	-	-	-	-	-	-	\$443,756 35
Amount of debt liabilities per mile of road [26 miles],	-	-	-	-	-	-	-	17,067 55
Total amount of stock and debt,	-	-	-	-	-	-	-	648,756 35
Stock and debt per mile of road,	-	-	-	-	-	-	-	24,952 17

Interest on the Funded Debt.

What is the amount of same due each year,	-	-	-	-	-	-	-	\$7,500 00
Was it paid for the last year,	-	-	-	-	-	-	-	Yes.
If interest is in default state the years and amounts as follows:	-	-	-	-	-	-	-	None.

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction,	-	-	-	-	-	-	-	\$454,164 54
Average cost of construction per mile of road (not including sidings), — miles,	-	-	-	-	-	-	-	17,467 87
Proportion of cost for Michigan,	-	-	-	-	-	-	-	454,164 54

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
December 1, 1872.

MAIN LINE.

							Miles. 100ths.	Miles. 100ths
Length completed in Michigan,	-	-	-	-	-	-	26 00	
							<hr/>	
Total length completed,	-	-	-	-	-	-	-	26 00
Total length of road belonging to this Company,	-	-	-	-	-	-	-	26 00
Total length of road belonging to this Company in Michigan,	-	-	-	-	-	-	26 00	
Aggregate length of sidings, spurs, and other tracks not above enumerated,	-	-	-	-	-	-	-	2 47
Same in Michigan,	-	-	-	-	-	-	2 47	
Aggregate length of tracks belonging to this Company, computed as single track,	-	-	-	-	-	-	-	28 47
Same in Michigan,	-	-	-	-	-	-	28 47	
Gauge of track, 4 feet 9 inches.	-	-	-	-	-	-		

STATE OF MICHIGAN, }
COUNTY OF -----, } ss.

Perry Hannah, President, and J. H. P. Hughart, Secretary, of the Traverse City Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the stock, debt and other matters as therein contained of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

PERRY HANNAH, *President.*

J. H. P. HUGHART, *Secretary.*

Subscribed and sworn to before me this 23d day of May, A. D. 1888, by Perry Hannah.

GEO. W. HALL,

Notary Public, Traverse City.

Subscribed and sworn to before me the 19th day of May, A. D. 1888, by J. H. P. Hughart, Secretary.

F A. GORHAM,

Notary Public Kent County, Mich.

ANNUAL REPORT
OF THE
CINCINNATI, JACKSON & MACKINAW RAILROAD COMPANY.
(MICHIGAN DIVISION)

For the Period of Ten Months ending December 31, 1887.

[Filed June 19, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, J. M. C. MARBLE, Toledo, Ohio.

Vice President, GEO. R. SHELDON, New York.

Secretary, G. L. MARBLE, Van Wert, Ohio.

Comptroller, F. S. ANABLE, Toledo, Ohio.

Treasurer, RICHARD SMITH, New York.

General Manager, F. B. DRAKE, Toledo, Ohio.

Division Superintendents :

O. W. BELL, Toledo, O.

L. W. BUCKMASTER, Van Wert, Ohio.

Chief Engineer, J. W. RIMER, Van Wert, Ohio.

Cashier, O. A. WILSON, Toledo, Ohio.

Traffic Manager, H. R. JOHNSTON, Toledo, Ohio.

Attorney, G. L. MARBLE, Toledo, Ohio.

DIRECTORS.

J. KENNEDY TOD, 63 Williams St., New York.

GEO. R. SHELDON, 4 Wall St., New York.

GEO. F. STONE, 37 Wall St., New York.

JOHN T. MARTIN, 35 Wall St., New York.

R. T. WILSON, 2 Exchange Court, New York.

SAMUEL THOMAS, 10 Wall St., New York.
TITUS SHEARD, Little Falls, N. Y.
J. M. C. MARBLE, Toledo, Ohio.
CHAS. FOSTER Fosteria, Ohio.
S. FRANK EAGLE, Lutonia, Ohio.
HENRY BUTLER, Van Wert, Ohio.
OSCAR SHEPPARD, West Alexandria, Ohio.
J. W. RIMER, Van Wert, Ohio.
G. L. MARBLE, Toledo, Ohio.
F. S. ANABLE, Toledo, Ohio.

Term expires October 3, 1888.

STOCKHOLDERS, STOCK, AND GENERAL OFFICES.

When chartered or articles of association filed, *

Number of stockholders at date of last election, - - - - - 81

Number of stockholders in Michigan at same date, - - - - - 2

Amount of full paid stock held in Michigan at same date, - - - 20 shares.

Date of annual meeting of stockholders,—First Wednesday in October.

Fiscal year of Company ends September 30.

General offices of the Company are located at Van Wert, O.

REMARKS.

* Formed March 9, 1886. by consolidation of the Cincinnati Van Wert & Michigan R. R. Company of Ohio, organized January 24, 1881, and the Jackson & Ohio Railroad Company of Michigan, organized January 20, 1884. On March 19, 1887, acquired by purchase the Michigan & Ohio Railroad from Allegan, Mich., to Dundee, Mich. During 1887, the main line has been extended by construction southward from West Alexandria, Ohio, to Carlisle, Ohio, 16.6 miles, and northward from Cecil, Ohio, to Addison Junction, Mich., 59.9 miles, connecting at latter point with the line of the Michigan & Ohio R. R., now the Michigan Division of this Company. The last link in this connection, viz.: from Alvordton, Ohio, to Addison Junction, Mich., was completed December 30, 1887. The Michigan Division being the only line operated in Michigan during 1887, and its accounts being kept separately, the operations of that portion only of the Company's lines are included in this report. A general balance sheet from the Company's books December 31st, 1887, with stock and debt statements of same date for the entire line, are given as a basis for future reports. The earnings of the road during the two months that it was in charge of George L. Bradbury are appended as a separate report.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$176,681 91
Total expenses, including taxes, - - - - -	\$139,611 36	
Net income, - - - - -	- - - - -	\$37,070 55
Rentals of buildings, tracks, etc., - - - - -	- - - - -	15,107 42
Balance for the year, - - - - -	- - - - -	\$21,963 13
Items not included in above, as follows:		
Carried to account of O. J. & M. R. R. Co.,	21,963 13	
	<u>\$21,963 13</u>	<u>\$21,963 13</u>

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$20,850,000 00
Par value of shares, - - - - -	\$100 00
No. of shares issued:	
Common, - - - - -	7,978
Fractional scrip, common, - - - - -	11.65
	<u>7,989.65</u>
Amount paid in on common, - - - - -	\$798,965 00
Amount paid in on shares not issued (number —), - - - - -	* \$15,084,000 00
Total amount paid in, as per books of the Company, -	15,882,965 00
Paid in per mile of road owned by Company,—	
miles, 321.6 - - - - -	\$49,387 33

* Common, \$10,066,000. Preferred, \$5,028,000. In addition to this amount \$1,200,000 of preferred stock is deposited in trust with Central Trust Company of New York for redemption of same amount of O., V. W. & M. R. R. Central Division second mortgage income bonds.

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
C., V. W. & M. R. R., Central Division, first mortgage coupon bonds, dated April 14, 1881..	6 per cent.	Jan. 1, 1901	Metropolitan Nat. Bank, New York.	\$1,200,000 00
C., V. W. & M. R. R., Central Division, second mortgage income bonds, dated April 14, 1881*.	-----	Jan. 1, 1900	-----	1,200,000 00
C., J. & M. R. R., first consolidated second mortgage bonds, dated December 1, 1886.....	5 per cent.	Dec. 1, 1906	Central Trust Co., New York †.....	1,800,000 00
Central Division income bond scrip.....	-----	-----	-----	500 00
Total funded debt				\$4,200,500 00

* Six per cent, when earned non-cumulative.
† In addition to this amount \$1,200,000 of this issue of bonds is deposited in trust with Central Trust Company of New York for redemption of same amount of C., V. W. & M. R. R. Central Division first mortgage bonds.

UNFUNDED DEBT.

For What Incurred.	Is the Same to be Funded, or how Liquidated.	Amount.
For construction.....	-----	-----
For equipment.....	-----	-----
For real estate	-----	-----
For renewals	-----	-----
For miscellaneous.....	-----	-----
For current balances.....	-----	\$143,215 79
Total unfunded debt.....		\$143,215 79

RECAPITULATION.

Total funded debt,	-	-	-	-	-	-	-	\$4,200,500 00
Total unfunded debt,	-	-	-	-	-	-	-	143,215 79
Total debt liabilities,								\$4,343,715 79
Amount of debt liabilities per mile of road (321.6 miles),								13,506 58
Total amount of stock and debt,	-	-	-	-	-	-	-	20,226,680 79
Stock and debt per mile of road,	-	-	-	-	-	-	-	62,893 91

GENERAL BALANCE SHEET.—Dr.

Construction account,	-	-	-	-	-	-	}	\$2,380,100 91
Equipment account,	-	-	-	-	-	-		

Cash items:

Cash, - - - - -	\$23,616 23	
Due from agents, - - - - -	35,799 77	
	<hr/>	\$59,416 00

Other assets:

Materials and supplies, - - - - -	\$13,272 48	
Debit balances from companies and individuals, - - - - -	19,638 81	
	<hr/>	32,911 29

Total, - - - - -		\$20,472,428 20
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GENERAL BALANCE SHEET,—Cr.

Capital stock, - - - - -	\$15,882,965 00
Funded debt, - - - - -	4,200,500 00
	<hr/>
	\$20,083,465 00

Unfunded debt:

Vouchers and accounts, - - - - -	143,215 79
Profit and loss or income accounts, - - - - -	245,747 41
	<hr/>

Total, - - - - -	\$20,472,428 20
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COST OF ROAD AND EQUIPMENT.

ENTIRE LINE.

Total Cost for Construction and Equipment of Road, and Branches Built by Company.

Total expended for construction and equipment, - - - - -	\$20,380,100 91
Average cost per mile of road (not including sidings), 321.6 miles, - - - - -	63,370 96
Proportion of cost for Michigan, - - - - -	9,885,869 76

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches:

Local fares, - - - - -	\$34,208 87
Through fares, - - - - -	10,297 00
	<hr/>

Total passenger fares, - - - - -	\$44,505 87
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Express and baggage, - - - - -	2,817 36
Mails, - - - - -	5,085 23
	<hr/>

Total passenger earnings, - - - - -	\$52,408 46
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Proportion for Michigan,	-	-	-	\$50,392 75
Per train mile,	-	-	-	34
Per mile of road,	-	-	-	335 95

FREIGHT EARNINGS.

Main line and branches:

Local traffic,	-	-	-	\$96,640 09
Through traffic,	-	-	-	21,536 33

Total traffic,	-	-	-	\$118,176 42
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Other sources, freight department,	-	-	-	6,073 37
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Total freight earnings,	-	-	-	\$124,249 79
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Proportion for Michigan,	-	-	-	\$119,470 95
Per train mile,	-	-	-	1 17
Per mile of road,	-	-	-	796 47

Total transportation earnings,	-	-	-	\$176,658 25
Transportation earnings per mile of road,	-	-	-	\$1,132 42
Transportation earnings per train mile,	-	-	-	0 68
Miscellaneous receipts from operating account, other than for transportation, as follows:	-	-	-	
From other sources,	-	-	-	23 66

Total earnings from operation of road,	-	-	-	\$176,681 91
--	---	---	---	--------------

Total earnings per mile of road,	-	-	-	\$1,132 57
Total earnings per train mile,	-	-	-	0 68
Proportion of taxable earnings for Michigan,	-	-	-	169,886 45
Total taxable earnings per mile of road in Michigan,	-	-	-	1,132 57

Total income from all sources,	-	-	-	\$176,681 91
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Proportion of income for Michigan,	-	-	-	169,886 45
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ANALYSIS OF EXPENSES.

CLASS 1.—Maintenance of Way and Buildings.

Repairs of roadway and track,	-	-	-	\$28,692 77
Renewals of rails,	-	-	-	67 60
Renewals of ties,	-	-	-	359 26
Repairs of bridges, including culverts and cattle guards,	-	-	-	2,367 18
Repairs of fences, road crossings, and signs,	-	-	-	4,042 72
Repairs of buildings,	-	-	-	1,196 60
Total,	-	-	-	\$36,726 13

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -	\$5,571 54
Repairs of passenger cars, - - - - -	4,193 26
Repairs of freight cars, - - - - -	7,422 30
Total, - - - - -	<u>\$17,187 10</u>

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$14,591 98
Water supply, - - - - -	1,704 54
Oil and waste, - - - - -	1,155 92
Locomotive service, - - - - -	15,111 64
Passenger train service, - - - - -	4,147 98
Passenger train supplies, - - - - -	458 78
Mileage of passenger cars, - - - - -	817 50
Freight train service, - - - - -	6,424 41
Freight train supplies, - - - - -	86 25
Telegraph expenses (maintenance and operating), - - - - -	4,128 55
Damage and loss of freight and baggage, - - - - -	209 80
Damages to property and cattle, - - - - -	1,528 45
Personal injuries, - - - - -	440 00
Agents and station service, - - - - -	10,163 21
Station supplies, - - - - -	786 87
Total, - - - - -	<u>\$61,755 88</u>

CLASS 4.—*General Expenses.*

Salaries of the general officers of the Company, - - - - -	\$9,548 76
Salaries of clerks in general offices, - - - - -	4,358 46
Law expenses, - - - - -	43 05
Insurance, - - - - -	870 83
Stationery and printing, - - - - -	2,510 71
Outside agencies and advertising, - - - - -	2,976 71
Contingencies, - - - - -	3,511 47
Taxes, - - - - -	122 26
Total, - - - - -	<u>\$23,942 25</u>

RECAPITULATION OF EXPENSES.

	Per Cent Of Expenses.	
Maintenance of way and buildings, - - - - -	26.31	\$36,726 13
Maintenance of motive power and cars, - - - - -	12.31	17,187 10
Conducting transportation, - - - - -	44.23	61,755 88
General expenses, including taxes, - - - - -	17.15	23,942 25
Total operating expenses and taxes, - - - - -	<u>100.00</u>	<u>\$139,611 36</u>

Operating expenses and taxes per mile of road,	-	\$894	94
Operating expenses and taxes per train mile run,			
for trains earning revenue,	-	0	54
Proportion of operating expenses and taxes for Michigan:			
Main line,	-	134,241	69
<hr/>			
Total proportion of expenses for Michigan,	-	\$134,241	69
Percentage of expenses to earnings,	-	79.02	
Net earnings per mile of road,	-	\$237	63
Net earnings per train mile,	-		14

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
From Dundee to Allegan, November 29, 1883, by Michigan & Ohio R. R. Company.

MAIN LINE.		Miles. 100 t ha.	Miles. 100ths
In Michigan:			
From Dundee to Allegan,	-	133	00
<hr/>			
Total length completed,	-	-	133 00
Total length of road belonging to this Company,	-	-	133 00
Total length of road belonging to this Company in Michigan,	-	133	00
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated,	-	11	93
Aggregate length of tracks in Michigan belonging to this Company, computed as single track,	-	-	144 93
Gauge of track, 4 feet 8½ inches.			

Proprietary or Leased Roads Operated by this Company.

Name, description and length of each:	Total Miles. In Michigan.	
Under trackage contracts—		
Wheeling & Lake Erie R. R., Toledo, O., to Manhattan Junction, O.,	2	10
Toledo, Ann Arbor & Northern Michigan Railway, Manhattan Junction, O., to Dundee, Mich.,	20	90
<hr/>		
Total,	23	00
Total miles operated by the Company,	156	00
	150	00

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of,	1; aggregate length, feet,	144
Wooden trestles, number of,	71; aggregate length, feet,	20,129
Total,	72;	20,273

Draw Bridges in Michigan.

How many on your line?	None.
------------------------	-------

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?

- Wabash Western R. R., at Britton.
- Lake Shore & Michigan Southern R. R., at Tecumseh, Hanover, Homer and Allegan.
- Michigan Central R. R., at Homer.
- Chicago & Grand Trunk R. R., at Battle Creek.
- Chicago, Kalamazoo & Saginaw R. R., at Kalamazoo Junction.
- Grand Rapids and Indiana R. R., at Monteith.

What railroads cross your road either over or under your grade in this State, and where?

- Over grade—
Lake Shore & Michigan Southern R. R., at Jerome.
- Under grade—
Michigan Central R. R., at Augusta.

At what crossings are interlocking and derailing switches in operation?
None.

Number of crossings of highways at grade in this State,	158
Number of crossings of highways at grade in this State, at which there are gates or flagmen,	1
Number of crossings at which there are electric or automatic signals,	None.
Number of crossings of highways over or under railroad (over, —; under, 2),	2
Number of highway bridges, 18 feet above track,	2
Have safety guards been erected at over-head obstructions?	Yes.
Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883?	Yes.

Stations.

Number of stations on whole line,	35
Same in Michigan,	33

Employés.

Number of persons regularly employed on all roads operated by Company, including officials,	216
Same in Michigan,	196

Classify your employés as per following list :

	Number.
Baggagemen, - - - - -	3
Brakemen, - - - - -	8
Conductors, - - - - -	6
Engineers, - - - - -	15
Firemen, - - - - -	15
Laborers, - - - - -	88
Shopmen, - - - - -	24
Yardmen, - - - - -	8
Others, - - - - -	49

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you? - - - - -	242
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed: - - - - -	None.

Road Bed and Track.

Number of track sections in Michigan, - - - - -	14
Average length of sections (miles), - - - - -	9
Average number of men in each section gang, - - - - -	4
Number of new ties put in whole line during the year, - - - - -	45,484
Number of new ties put in track in Michigan, - - - - -	45,484
Average number of new ties per mile of road, - - - - -	342
New bridges built during the year, number, - - - - -	None.

ROLLING STOCK.

	Number.	Present Estimated Value
Number of locomotives of more than 30 tons weight, exclusive of tender, - - - - -	13	\$52,000 00
Total, - - - - -	13	\$52,000 00
Number of passenger cars—8-wheel, including official cars, - - - - -	10	35,000 00
Number of express and baggage cars, - - - - -	3	6,000 00
Number of box freight cars, - - - - -	391	97,750 00
Number of stock cars, - - - - -	20	4,000 00
Number of platform cars, - - - - -	162	32,400 00
Number coal cars, - - - - -	27	5,400 00
Number of conductors' way cars, - - - - -	9	3,600 00
Total, - - - - -	622	\$184,150 00

Number of locomotives equipped with power brakes, 5
 Number of passenger-train cars equipped with power brakes, 13
 What patterns of power brakes have you in use, and number of locomotives and cars with each?
 Westinghouse automatic air brake.
 Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885?
 None built or rebuilt.
 What pattern or patterns have you adopted for use?
 None.

MILEAGE, TRAFFIC ETC.

Train Mileage

Miles run by passenger trains during the year,	-	-	-	152,861
Miles run by freight trains,	-	-	-	88,769
Miles run by mixed trains,	-	-	-	17,270
Total mileage of trains earning revenue,	-	-	-	258,900

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate. Dolls. Cts.
Number of through passengers carried,	- 5,833		
Number of local passengers carried,	- 63,572		
Total number of passengers carried,	- 69,405		
Total passenger mileage, or passengers carried one mile,		1,994,582	
Average distance traveled by each passenger,	-	28.73	
Average amount received from each passenger,	-	-	\$0 64
Average rate of fare per mile for through passengers,	-	-	02.71
Average rate of fare per mile for local passengers,	-	-	02.12
Average rate of fare per mile for all passengers,	-	-	02.23

Freight Traffic.

Number of tons of through freight carried,	77,307
Number of tons of local freight carried,	114,978
Total tons of freight carried,	192,285
Total mileage of through freight,	4,972,797
Total mileage of local freight,	11,533,961
Total freight mileage, or tons carried one mile,	16,506,758

Average ton haul for through freight, - - -	64.32	
Average ton haul for local freight, - - -	100.31	
Average ton haul for all freight, - - -	85.84	
Average amount received for each ton haul, - - -		\$61.
Average rate per ton per mile, received for through freight, - - -		00.43
Average rate per ton per mile, received for local freight, - - -		00.84
Average rate per ton per mile, received for all freight, - - -		00.71

Freight forwarded at Michigan Stations.

	Forwarded, Tons.
Grain, - - - - -	16,653
Flour, - - - - -	4,567
Provisions (beef, pork, lard, etc.), - - -	567
Animals, - - - - -	3,476
Other agricultural products, - - - - -	3,099
Lumber and forest products, - - - - -	14,666
Coal, - - - - -	900
Plaster, lime and cement, - - - - -	562
Salt, - - - - -	15
Petroleum, - - - - -	116
Railroad iron, iron and steel rails, - - -	14
Pig and bloom iron, - - - - -	222
Other iron and castings, - - - - -	242
Stone, brick and sand, - - - - -	2,512
Manufactures,—articles shipped from point of production, - - -	1,723
Merchandise and other articles not enumerated above, - - -	5,219
Total forwarded, - - - - -	54,553

Tonnage of Articles Transported.—Entire Road.

	Tons.	Per Cent.
Grain, - - - - -	16,677	8.67
Flour, - - - - -	4,567	2.38
Provisions (beef, pork, lard, etc.), - - -	535	.33
Animals, - - - - -	3,535	1.84
Other agricultural products, - - - - -	3,113	1.62
Lumber and forest products, - - - - -	15,598	8.12
Coal, - - - - -	122,970	63.95
Plaster, lime and cement, - - - - -	1,156	.60
Salt, - - - - -	106	.05
Petroleum, - - - - -	672	.35
Railroad iron, iron and steel rails, - - -	14	----
Pig and bloom iron, - - - - -	396	.20
Other iron and castings, - - - - -	1,693	.88
Stone, brick and sand, - - - - -	2,752	1.44
Manufactures,—articles shipped from point of production, - - -	3,101	1.61
Merchandise and other articles not enumerated above, - - -	15,300	7.96
Total tons carried, - - - - -	192,285	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Company, 7 cents per ton per mile, general express business; freight taken at depot.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?

Western Union Telegraph Company,—miles,	-	-	-	-	122
This Company,—miles,	-	-	-	-	11
Total,	-	-	-	-	133

TRANSPORTATION COMPANIES.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other than the exclusive property of your own or some other railroad company have been in use on your road, in the State of Michigan, during the year, on what terms respectively, and if rented by you or allowed mileage between local points in this State, the amount paid for the use of such cars during the period under report?

Pullman Palace Car Company, Chicago, Ill.

Sleeping cars, 3 cents per mile.

Amount paid for mileage in Michigan, \$641.52.

Fast Freight Lines.

To what fast freight lines or other transportation companies, running cars upon your road, not the exclusive property of any railroad company paying taxes in this State upon its gross receipts, have you paid car mileage or car rentals, for the use of such cars, while in use for traffic between local points in this State, and what was the amount of such car rental or mileage paid?

Merchants' Despatch Transportation Company, New York City,	-	\$33	33
American Refrigerator Transit Company, St. Louis, Mo.,	-	7	05
Anglo American Refrigerator Car Company, Chicago, Ill.,	-	73	
Union Tank Line, New York city,	-	39	38
Allen Paper Car Wheel Company, Chicago, Ill.,	-	96	
Total,	-	\$81	45

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

April 13. Ervin Coates, Battle Creek, deaf-mute, struck by passenger train while fishing from railroad bridge.

INJURED.

April 8. J. R. Gilson, conductor, near Moscow, derailment; accidental.
April 8. Mrs. E. L. Bell, passenger, near Moscow, derailment; accidental.
April 8. W. L. Crowell, passenger, near Moscow, derailment; accidental.
April 8. Wm. Morton, passenger, near Moscow, derailment; accidental.
April 8. Mrs. W. Main, passenger, near Moscow, derailment; accidental.
April 8. Mrs. L. Young, passenger, near Moscow, derailment; accidental.
April 8. E. P. Patterson, passenger, near Moscow, derailment; accidental.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accident.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions						
Coupling cars						
Derailments.....				6	1	
Falling from trains						
Frogs.....						
Getting on and off trains.....						
Highway crossings.....						
Miscellaneous.....						
Overhead obstructions.....						
Trespassers on trains						
Trespassers on tracks			1			
Total			1	6	1	

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year,	-	-	-	-	1
Number of persons injured during the year,	-	-	-	-	7
Number of casualties purely accidental,	-	-	-	-	7
Number resulting from lack of caution, carelessness, or misconduct,	-	-	-	-	—
Persons killed or injured while intoxicated,	-	-	-	-	—
Trespassers and tramps killed or injured,	-	-	-	-	1
Suicides,	-	-	-	-	—

CLASSIFICATION OF EMPLOYÉs.

KILLED OR INJURED IN MICHIGAN.

Employees.	Killed.	Injured.	Total.
Baggagemen.....			
Brakemen			
Conductors		1	1
Engineers.....			
Firemen.....			
Laborers.....			
Shopmen.....			
Yardmen.....			
Not classified above.....			
Total.....		1	1

STATE OF OHIO, }
COUNTY OF LUCAS, } ss.

F. B. Drake, General Manager, and F. S. Anable, comptroller, of the Cincinnati, Jackson & Mackinaw Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

F. B. DRAKE,
F. S. ANABLE.

Subscribed and sworn to before me this 19th day of May, A. D. 1888.

[L. S.]

C. A. CARLISLE,
Notary Public for Lucas County, Ohio.

REPORT OF EARNINGS
OF
GEORGE L. BRADBURY, RECEIVER
OF THE
MICHIGAN & OHIO RAILROAD COMPANY,

For the Period of January 1 to February 28, 1887, inclusive.

The following are the earnings of Geo. L. Bradbury, Receiver, of the Michigan & Ohio Railroad Company, during the period of January 1st to February 28th, 1887, inclusive:

For transportation of passengers,	-	-	-	-	-	\$4,407 17
For transportation of mails,	-	-	-	-	-	1,022 10
For transportation of express,	-	-	-	-	-	520 00
For transportation of freight,	-	-	-	-	-	23,398 02
For miscellaneous earnings,	-	-	-	-	-	770 85
						\$30,118 14
Total earnings for the period,	-	-	-	-	-	

Total mileage operated,—miles,	-	-	-	-	-	156
Mileage operated in State of Michigan,—miles,	-	-	-	-	-	150

F. S. ANABLE,
Auditor for Receiver.

On this 9th day of June, A. D. 1888, personally appeared before me, a Notary Public within and for said Lucas county, Ohio, the above named F. S. Anable, who, being by me first duly sworn, says that the above report of earnings is in all respects just and true as he verily believes.

ELLSWORTH M. BEARD,
Notary Public.

ANNUAL REPORT
OF THE
TOLEDO & SOUTH HAVEN RAILROAD COMPANY.
For the Year ending December 31, 1887.

[Filed June 14, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, LUCIUS CLARK, South Bend.
Secretary, W. G. GEORGE, South Bend.
Treasurer, JOHN IHLING, Lawton.
General Superintendent, JOHN IHLING, Lawton.

DIRECTORS.

LUCIUS CLARK, South Bend, Ind.
W. G. GEORGE, South Bend, Ind.
J. IHLING, Lawton, Mich.
HENRY FORD, Lawton, Mich.
F. B. ADAMS, Lawton, Mich.
J. W. FREE, Lawton, Mich.
EDWIN MARTIN, Lawton, Mich.

Term expires January 10, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—April 21st, 1886.
Number of stockholders at date of last election, - - - - - 7
Number of stockholders in Michigan at same date, - - - - - 5
Amount of full paid stock held in Michigan at same date, - - - - - \$96,310 00
Date of annual meeting of stockholders,—Second Tuesday in January.
Fiscal year of Company ends December 31.
General offices of the Company are located at Lawton, Mich.

REMARKS.

This property as at present operated, consists of the old Paw Paw and Toledo & South Haven Railroads, as originally constructed, but purchased and consolidated by the present Company September, 1886. The consolidation did not go into actual effect until the following year, when the road was extended to its present western terminus at South Haven.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$22,426 43
Total expenses, including taxes, - - - - -	\$8,518 61	
Net income, - - - - -	- - - - -	13,907 82
Interest on funded debt, - - - - -	\$3,700 00	
Balance for the year, - - - - -	- - - - -	10,207 82
Balance last year, including Paw Paw R. R., - - - - -	- - - - -	17,210 18
Items not included in above as follows:		
Unfunded debt of T. & S. H. and Paw Paw Railroads prior to consolidation, - - - - -	\$15,697 53	
Balance forward to next year, - - - - -	11,720 47	
	\$27,418 00	\$27,418 00

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$250,000 00
Par value of shares, - - - - - \$100 00	
Number of shares issued, - - - - - 2,500	
Amount paid in on common, - - - - -	\$100,000 00
Total amount paid in, as per books of the Company, -	100,000 00
Paid in per mile of road owned by Company,—Miles, 36.60, - - - - -	\$2,732 21

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
First mortgage bonds.....	6 per cent	80 years.....	New York city ..	\$216,000 00
Total funded debt				\$216,000 00

RECAPITULATION.

Total funded debt, - - - - -	\$2.6,000 00
Total debt liabilities, - - - - -	\$216,000 00
Amount of debt liabilities per mile of road [36.60 miles],	5,901 64
Total amount of stock and debt, - - - - -	316,000 00
Stock and debt per mile of road, - - - - -	8,633 85

GENERAL BALANCE SHEET,—DR.

Construction account, -	\$126,300 00	\$228,550 50	
Equipment account, - - - - -	- - - - -	5,530 00	
			\$234,080 00
Cash items:			
Cash, - - - - -	- - - - -	- - - - -	1,295 43
Other assets:			
Materials and supplies, - - - - -	- - - - -	\$1,512 65	
Debit balances from companies and individuals, - - - - -	- - - - -	14,832 39	
Trustees' first mortgage bonds, - - - - -	- - - - -	76,000 00	
			92,345 04
Total, - - - - -	- - - - -	- - - - -	\$327,720 47

GENERAL BALANCE SHEET,—CR.

Capital stock, - - - - -	\$100,000 00
Funded debt, - - - - -	216,000 00
Profit and loss, or income accounts, - - - - -	11,720 47
Total, - - - - -	\$327,720 47

COST OF ROAD AND EQUIPMENT.

Total cost for Construction and Equipment of Road, and Branches Built by Company.

Total expended for construction and equipment, - - -	\$234,080 00
Average cost per mile of road (not including sidings),—	
36.60 miles, - - - - -	6,395 62
Proportion of cost for Michigan, - - - - -	234,080 00

Purchased by Present Company.

When purchased,—September, 1886.

Original cost to present Company, of road and equipment, -	\$126,300 00
Amount expended since purchase, account of construction, -	102,250 00
Amount expended since purchase, account of equipment, -	5,530 00
Total cost to date of report, - - - - -	234,080 00
Proportion of cost for Michigan, - - - - -	234,080 00

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

MAIN LINE.

Extensions, - - - - -	\$102,250 00
New cars, - - - - -	5,530 00
Total, - - - - -	<u>\$107,780 00</u>
Total charges to property account as above, - - -	\$107,780 00
Net addition to property account, - - - - -	107,780 00

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches:

Local fares, - - - - - \$12,047 82

Total passenger fares, - - - - - \$12,047 82

Express and baggage, - - - - - 950 91

Mails, - - - - - 861 64

Total passenger earnings, - - - - - \$13,860 37

Proportion for Michigan, - - - - - \$13,860 37

Per train mile, - - - - - 37 11

Per mile of road, - - - - - 378 69

FREIGHT EARNINGS

Main line and branches:

Local traffic, - - - - -	\$8,566 06	
Total traffic, - - - - -	\$8,566 06	
Total freight earnings, - - - - -		8,566 06
Proportion for Michigan, - - - - -	\$8,566 06	
Per train mile, - - - - -	22 94	
Per mile of road, - - - - -	234 04	
Total transportation earnings, - - - - -		\$22,426 43
Transportation earnings per mile of road, - - - - -	612 74	
Transportation earnings per train mile, - - - - -	60.05	
Total earnings from operation of road, - - - - -		\$22,426 43
Total earnings per mile of road, - - - - -	612 74	
Total earnings per train mile, - - - - -	60.05	
Proportion of taxable earnings for Michigan, - - - - -	22,426 43	
Total taxable earnings per mile of road in Michigan, - - - - -	612 74	
Total income from all sources, - - - - -		\$22,426 43
Proportion of income for Michigan, - - - - -		22,426 43

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track, - - - - -	\$1,216 85
Renewals of ties, - - - - -	540 15
Repairs of bridges, including culverts and cattle guards, - - - - -	33 60
Repairs of fences, road crossings, and signs, - - - - -	28 00
Repairs of buildings, - - - - -	19 40
Total, - - - - -	\$1,838 00

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -	67 20
Repairs of passenger cars, - - - - -	12 14
Repairs of freight cars, - - - - -	33 19
Total, - - - - -	\$112 53

CLASS 3.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$1,130 85
Water supply, - - - - -	17 00
Oil and waste, - - - - -	69 40
Locomotive service, - - - - -	1,280 90
Passenger train service, - - - - -	673 50
Passenger train supplies, - - - - -	68 72
Damage and loss of freight and baggage, - - - - -	26 65
Agents and station service, - - - - -	1,020 00
Station supplies, - - - - -	118 35
Total, - - - - -	\$4,405 37

CLASS 4.—*General Expenses.*

Salaries of the general officers of the Company, - - - - -	\$1,200 00
Salaries of clerks in general offices, - - - - -	360 00
Insurance, - - - - -	35 00
Stationery and printing, - - - - -	88 60
Contingencies, - - - - -	30 59
Taxes, - - - - -	448 52
Total, - - - - -	\$2,162 71

RECAPITULATION OF EXPENSES.

	Per Cent of Expenses.	
Maintenance of way and buildings, - - - - -	19.80	\$1,838 00
Maintenance of motive power and cars, - - - - -	1.18	112 53
Conducting transportation, - - - - -	46.30	4,405 37
General expenses, including taxes, - - - - -	33.22	2,162 71
Total operating expenses and taxes, - - - - -	100.00	\$8,518 61
Operating expenses and taxes per mile of road, - - - - -	\$260 08	
Operating expenses and taxes per train mile run, for trains earning revenue (37,343 miles), - - - - -	25.49	
Proportion of operating expenses and taxes for Michigan:		
Main line, - - - - -	8,518 61	
Total proportion of expenses for Michigan, - - - - -		\$8,518 61
Percentage of expenses to earnings, - - - - -	42.44	
Net earnings per mile of road, - - - - -	352 60	
Net earnings per train mile, - - - - -	34.56	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
From Lawton to Paw Paw, 1867.

From Paw Paw to Lawrence, 1877.
From Lawrence to Hartford, 1883.
From Hartford to South Haven, 1887.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan:		
From Paw Paw to South Haven, - - - -	36 60	
Total length completed, - - - -	- -	86 60
Total length of road belonging to this Company, -	- -	36 60
Total length of road belonging to this Company in Michigan, - - - -	36 60	
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated, - - -	1 01	
Aggregate length of tracks in Michigan belonging to this Company, computed as single track, - -	37 61	
Gauge of track, 3 feet.		
	Total Miles. In Michigan.	
Total miles operated by the Company, - - -	36 60	36 60

Number of Bridges and Trestles in Michigan.

Wooden trestles, number of, - 11; aggregate length, feet,	1,140
Total, - - - 11; - - -	1,140

Draw Bridges in Michigan.

How many on your line? - - - -	None.
--------------------------------	-------

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality ?
Chicago & West Mich. R. R., at Hartford.
At what crossings are interlocking and derailing switches in operation?
Hartford.
What pattern or patterns have you adopted?
Allentown Rolling Mills, Pa.
Number of crossings of highways at grade in this State, - 21
Number of crossings of highways at grade in this State at which there are gates or flagmen, - - - None.
Are your frogs and guard rails blocked as required by Act No. 174, Session Laws of 1883?
Yes.
How are they treated?
Blocked with wood.

Stations.

Number of stations on whole line, - - - -	6
Same in Michigan, - - - -	6

Employés.

Number of persons regularly employed on all roads operated by Company, including officials,	21
Same in Michigan,	21
Classify your employés as per following list :	
	Number.
Baggagemen,	1
Brakemen,	1
Conductors,	2
Engineers,	2
Laborers,	12

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you ?	40
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed:	
Thirty-two miles; Van Buren county.	

Road Bed and Track.

Number of track sections in Michigan,	6
Average length of sections (miles),	6
Average number of men in each section gang,	2
Number of new ties put in whole line during the year,	3,610
Number of new ties put in track in Michigan, old road,	3,610
Average number of new ties per mile of road,	180
New rails put in track:	None.

Bridges and Culverts.

Amount of trestle work replaced with earth during the year (linear feet),	None.
Timber culverts replaced during the year,	None.
New bridges built during the year,—number,	6

Location.	Kind.	Material.	Month Built.	Feet in length.
Near South Haven.....	Bent trestle	Wood .....	.....	300
Near Covert.....	Bent trestle	Wood .....	.....	180
Near Covert.....	Bent trestle	Wood .....	.....	86
Two miles south of Covert....	Bent trestle	Wood .....	.....	94
Near Hales.....	Bent trestle	Wood .....	.....	115
Near Hales.....	Bent trestle	Wood .....	.....	50
Total.....				775

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of 10 to 20 tons weight, exclusive of tender, - - - - -	3	\$12,000 00
Total, - - - - -	3	\$12,000 00
Number of passenger cars—8-wheel, including official cars, - - - - -	1	2,500 00
Number of express and baggage cars, combination and passenger, - - - - -	2	3,000 00
Number of box freight cars, - - - - -	12	4,800 00
Number of platform cars, - - - - -	16	3,600 00
Other cars as follows:		
Hand cars and velocipedes, - - - - -	12	560 00
Total, - - - - -	43	\$26,460 00
Number of locomotives equipped with power brakes, - - - - -	2	
Number of passenger-train cars equipped with power brakes, - - - - -	3	
Number of freight cars equipped with power brakes, - - - - -	1	
Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885?		
No.		
What pattern or patterns have you adopted for use?		
Have not purchased new or repaired old cars since law took effect.		

MILEAGE, TRAFFIC, ETC.

Train Mileage.

Miles run by mixed trains, - - - - -	37,343
Total mileage of trains earning revenue, - - - - -	37,343

Passenger Traffic.

	Numbers and Quantities.	Miles.	Rate.
Number of local passengers carried, - - - - -	25,099		
Total number of passengers carried, - - - - -	25,099		
Total passenger mileage, or passengers carried one mile, - - - - -		376,845	
Average distance traveled by each passenger, - - - - -		15	
Average amount received from each passenger, - - - - -			\$0 48
Average rate of fare per mile for all passengers, - - - - -			03.22

Freight Traffic.

Number of tons of local freight carried, -	24,800	
Total tons of freight carried, - -	24,800	
Total freight mileage, or tons carried one mile, - -	372,000	
Average ton haul for all freight, - - -	15	
Average amount received for each ton haul, - -		\$34
Average rate per ton per mile, received for all freight, - -		02.80

Freight Forwarded at Michigan Stations.

	Forwarded, Tons.
Grain, - - - - -	1,813
Flour, - - - - -	178
Provisions (beef, pork, lard, etc.), - - - - -	46
Animals, - - - - -	702
Other agricultural products, - - - - -	950
Lumber and forest products, - - - - -	1,650
Coal, - - - - -	406
Plaster, lime and cement, - - - - -	156
Salt, - - - - -	126
Petroleum, - - - - -	52
Iron and castings, - - - - -	292
Stone, brick and sand, - - - - -	124
Manufactures,—articles shipped from point of production, - -	334
Merchandise and other articles not enumerated above, - -	1,283
Total forwarded, - - - - -	8,112

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Grain, - - - - -	1,813	22.35
Flour, - - - - -	178	2.20
Provisions (beef, pork, lard, etc.), - - - - -	46	0.07
Animals, - - - - -	702	8.66
Other agricultural products, - - - - -	950	11.72
Lumber and forest products, - - - - -	1,650	21.35
Coal, - - - - -	406	5.01
Plaster, lime and cement, - - - - -	156	1.93
Salt, - - - - -	126	1.56
Petroleum, - - - - -	52	0.07
Iron and castings, - - - - -	292	3.61
Stone, brick and sand, - - - - -	124	1.54
Manufactures,—articles shipped from point of production, - -	334	4.12
Merchandise and other articles not enumerated above, - -	1,283	15.81
Total tons carried, - - - - -	8,112	100.00

ADDITIONAL QUESTIONS.

Express Companies.

What express companies run on your road, and on what terms and what conditions as to rates, etc. ; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American.

So much per 100 lbs., varying according to distance.

Carry valuables and light merchandise.

Deliver and receive at depots.

STATE OF MICHIGAN, }
COUNTY OF VAN BUREN, } ss.

J. Ihling, Superintendent of the Toledo & South Haven Railroad Co., being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said Company on the thirty-first day of December, A. D. 1887, to the best of his knowledge and belief.

[L. S. OF R. R.] Signed,

J. IHLING, *Superintendent.*

Subscribed and sworn to before me this 13th day of June, A. D. 1888.

J. H. HALL,
Notary Public.

ANNUAL REPORT

OF THE

DETROIT UNION R. R. DEPOT & STATION COMPANY,

For the Year ending December 31, 1887.*

[Filed May 16, 1888.]

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY,

President, JAMES F. JOY, Detroit, Mich.
Vice President, ALLAN SHELDEN, Detroit, Mich.
Secretary, JAMES G. MILLER, Detroit, Mich.
Treasurer, JAMES F. JOY, Detroit, Mich.

ORGANIZATION, ETC,

When chartered or articles of association filed,—About June 1, 1881.
Number of stockholders at date of last election, - - - - - 6
Number of stockholders in Michigan at same date,—All reside in Michigan.
Date of annual meeting of stockholders;—January 1st of each year.
General offices of the Company are located at Detroit, Mich.

CAPITAL STOCK.

By Whom Subscribed.	Residence.	Number of Shares.	Amount.
James F. Joy.....	Detroit, Mich.....	1,666½	\$166,667 00
C. H. Buhl.....	Detroit, Mich.....	1,666½	166,667 00
Allan Shelden.....	Detroit, Mich.....	1,666½	166,667 00
James McMillan.....	Detroit, Mich.....	1,250	125,000 00
John S. Newberry.....	Detroit, Mich.....	1,250	125,000 00
R. A. Alger.....	Detroit, Mich.....	833¼	83,333 00
M. S. Smith.....	Detroit, Mich.....	833¼	83,333 00
George W. Balch.....	Detroit, Mich.....	833¼	83,333 00
Total		11,000	\$1,000,000 00

* This Report is made pursuant to the requirements of Act No. 244, Session Laws of 1881, and th several acts amendatory thereof.

STOCKHOLDERS, DECEMBER 31, 1887.

Names.	Residence.	Amount Held.
James F. Joy	Detroit, Mich.	\$333,333 00
O. H. Buhl	Detroit, Mich.	180,000 00
Allan Shelden	Detroit, Mich.	225,000 00
James McMillan	Detroit, Mich.	125,000 00
John S. Newberry	Detroit, Mich.	125,000 00
George W. Balch	Detroit, Mich.	11,667 00
Total		\$1,000,000 00

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

There is no indebtedness except one of \$550,000.00 to the Connecticut Mutual Life Insurance Company.

UNFUNDED DEBT.

None.

RECAPITULATION.

Total funded debt, - - - - -	\$550,000 00
Total indebtedness, - - - - -	\$550,000 00
Total stock and debt, - - - - -	1,550,000 00

COST.

Of real estate, including right of way, - - - - -	\$1,268,172 77
Of depot buildings and fixtures, - - - - -	62,478 38
Of elevators and belongings, - - - - -	303,595 87
Of all other property, including interest on unoccupied portion of depot grounds, .. - - - - -	313,465 93
Total cost, - - - - -	\$1,947,712 95

CASH PAID TO CORPORATION.

On account of original capital stock, - - - - -	\$1,000,000 00
Total cash paid, - - - - -	\$1,000,000 00

TRACK.

Length of single main track—miles, - - - - -	3.34
Length of second or double track—miles, - - - - -	None.
Length of sidings and other tracks—miles, - - - - -	3.50
Not above enumerated—miles, - - - - -	None.
Total track, - - - - -	6.84

ANALYSIS OF EARNINGS AND EXPENSES.

EARNINGS.

From rentals, - - - - -	\$68,743 08
From all other sources, - - - - -	103,137 77
Total earnings, - - - - -	\$171,880 85

EXPENSES.

Operating.

Salaries of officers and clerks, - - - - -	2,000 00
Management and maintenance, - - - - -	20,393 68
Taxes and insurance, - - - - -	8,043 44
Total, - - - - -	\$30,437 12

Property Account.

Miscellaneous, - - - - -	56,530 57
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RECAPITULATION.

Expenses for operating and taxes and insurance, - - -	\$30,437 12
Expense for property account, and miscellaneous, - - -	56,530 57
Total expenses for the year, - - - - -	86,967 69

ADDITIONAL INTERROGATORIES.

Description and Character of Buildings and Other Property.

Passenger houses, number, - - - - -	1
Freight houses, brick, number, - - - - -	1
Engine or roundhouses, number, - - - - -	None.
Sheds, freight, number, - - - - -	1
Sheds, fuel, number, - - - - -	None.
Water tanks, number, - - - - -	None.
Water front and docks, feet,—about, - - - - -	2,600

Street Crossings, etc.

At grade—number, - - - - -	None
With gates or flagmen—number, - - - - -	None
Over or under grade,—number, - - - - -	None
Overhead bridges,—number, - - - - -	None.
Frogs and guard rails, are they blocked as required by law? -	Yes.

Contracts and Leases

What railroad companies have rented terminal privileges from you during the year and on what terms?

The Wabash, St. Louis & Pacific R. R. Co., paying therefor seven per cent interest on the cost of the property occupied by that Company.

VERIFICATION.

STATE OF MICHIGAN, }
COUNTY OF WAYNE, } ss.

James F. Joy, President, and James G. Miller, Secretary, of the Detroit Union R. R. Depot & Station Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

JAMES F. JOY,
JAMES G. MILLER.

Subscribed and sworn to before me this 14th day of May, A. D. 1888.

[L. S.]

G. H. STALKER,
Notary Public.

ANNUAL REPORT
OF THE
ONTONAGON & BRULE RIVER RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed June 28, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, EZRA RUST, Saginaw, Mich.
Vice President, ANGUS SMITH, Milwaukee.
Secretary, E. MARINER, Milwaukee.
Auditor, JOHN C. SPENCER, Milwaukee.
Treasurer, GUIDO PFISTER, Milwaukee.
General Agent, JAS. MERCER, Ontonagon.

DIRECTORS.

EZRA RUST, Saginaw, Mich.
THOS. NESTER, Detroit, Mich.
ANGUS SMITH, Milwaukee.
GUIDO PFISTER, Milwaukee.
EPHRAM MARINER, Milwaukee.
JAMES C. SPENCER, Milwaukee.
Term expires July, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—September 10, 1880.
Number of stockholders at date of last election, - - - - - 9
Number of stockholders in Michigan at same date, - - - - - 8
Amount of full paid stock held in Michigan at same date, - - - - - None.
Date of annual meeting of stockholders,—Second Thursday of July.
Fiscal year of Company ends December 31.
General offices of the Company are located at Milwaukee.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$4,431 80
Total expenses, including taxes, - - - - -	\$5,336 13	
Net deficit, - - - - -	\$904 33	
Balance for the year, - - - - -	\$904 33	
Balance (profit and loss) last year, - - - - -	13,610 17	
Balance forward to next year, - - - - -	- - - - -	14,514 50
	\$14,514 50	\$14,514 50

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$1,000,000 00
Par value of shares, - - - - - \$100 00	
Amount paid in on shares not issued (number —), \$490,170 00	
Total amount paid in, as per books of the Company, -	490,170 00
Paid in per mile of road owned by Com- pany,—miles, 20, - - - - -	\$24,508 50

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

None.

UNFUNDED DEBT.

For what incurred.	Is the same to be Funded, or how Liquidated	Amount.
For construction.....
For equipment.....
For real estate
For renewals.....
For miscellaneous.....
For current balances.....	\$34,359 95
Total unfunded debt.....	\$34,359 95

RECAPITULATION.

Total unfunded debt,	-	-	-	-	-	-	-	\$34,359 95
Total amount of stock and debt,	-	-	-	-	-	-	-	\$34,359 95
Stock and debt per mile of road,	-	-	-	-	-	-	-	1,717 99

GENERAL BALANCE SHEET,—Dr.

Construction account,	-	-	-	-	-	-	\$492,303 96	
Equipment account,	-	-	-	-	-	-	17,062 55	
								\$509,366 51
Other assets:								
Debit balances from companies and individuals,	-	-	-	-	-	-	1,978 94	
Income account,	-	-	-	-	-	-	14,514 50	
Total,	-	-	-	-	-	-	-	\$525,859 95

GENERAL BALANCE SHEET,—Cr.

Capital stock, amount subscribed,	-	-	-	-	-	-	\$491,500 00	
Unfunded debt:								
Vouchers and accounts,	-	-	-	-	-	-	34,359 95	
Total,	-	-	-	-	-	-	-	\$525,859 95

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment,	-	-	-	-	-	-	\$509,366 51
Average cost of construction per mile of road (not including sidings) 20 miles,	-	-	-	-	-	-	25,468 33
Proportion of cost for Michigan,	-	-	-	-	-	-	509,366 51

CHARGES AND CREDITS TO PROPERTY DURING THE YEAR.

MAIN LINE.

Construction,	-	-	-	-	-	-	\$5,787 00
Total,	-	-	-	-	-	-	\$5,787 00
Total charges to property account as above,	-	-	-	-	-	-	5,787 00

ANALYSIS OF EARNINGS.

PASSENGER EARNINGS.

Main line and branches:

Local fares, - - - - -	\$1,318 90
Total passenger fares, - - - - -	\$1,318 90
Total passenger earnings, - - - - -	\$1,318 90
Proportion for Michigan, - - - - -	\$1,318 90
Per mile of road, - - - - -	65 95

FREIGHT EARNINGS.

Main line and branches:

Local traffic, - - - - -	\$3,112 90
Total freight earnings, - - - - -	\$3,112 90
Proportion for Michigan, - - - - -	\$3,112 90
Per mile of road, - - - - -	155 65
Total transportation earnings, - - - - -	\$4,431 80
Transportation earnings per mile of road, - - - - -	\$221 59
Total earnings from operation of road, - - - - -	\$4,431 80
Total earnings per mile of road, - - - - -	221 59
Total income from all sources, - - - - -	\$4,431 80
Proportion of income for Michigan, - - - - -	4,431 80

ANALYSIS OF EXPENSES.

CLASS 1.—*Maintenance of Way and Buildings.*

Repairs of roadway and track, - - - - -	\$1,738 44
Total, - - - - -	\$1,738 44

CLASS 2.—*Maintenance of Motive Power and Cars.*

Repairs of locomotives, - - - - -	\$167 20
Repairs of passenger cars, - - - - -	95 23
Repairs of freight cars, - - - - -	18 81
Total, - - - - -	\$281 24

CLASS 8.—*Conducting Transportation.*

Fuel for locomotives, - - - - -	\$482 80
Oil and waste, - - - - -	86 19
Locomotive service, - - - - -	1,451 00
Passenger train service, - - - - -	262 79
Freight train service, - - - - -	525 61
Freight train supplies, - - - - -	11 12
Agents and station service, - - - - -	301 30
Total, - - - - -	<u>\$3,120 81</u>

CLASS 4.—*General Expenses.*

Stationery and printing, - - - - -	\$2 00
Outside agencies and advertising, - - - - -	11 00
Contingencies, - - - - -	48 75
Taxes, - - - - -	133 89
Total, - - - - -	<u>\$195 64</u>

RECAPITULATION OF EXPENSES.

	Per cent of Expenses.	
Maintenance of way and buildings, - - - - -	32.57	\$1,738 44
Maintenance of motive power and cars, - - - - -	5.27	281 24
Conducting transportation, - - - - -	58.49	3,120 81
General expenses, including taxes, - - - - -	3.67	195 64
Total operating expenses and taxes, - - - - -	100.00	<u>\$5,336 13</u>
Operating expenses and taxes per mile of road, - - - - -		\$266 81
Proportion of operating expenses and taxes for Michigan:		
Main line, - - - - -	5,336 13	
Total proportion of expenses for Michigan, - - - - -		<u>\$5,336 13</u>
Percentage of expenses to earnings, - - - - -	120.40	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
 From Ontonagon to Rockland, August 14, 1882.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan, - - - - -	20 00	
Total length completed, - - - - -		20 00
Total length of road belonging to this Company, - - - - -		20 00
Total length of road belonging to this Company in Michigan, - - - - -	20 00	
Aggregate length in Michigan of sidings, spurs, and other tracks not above enumerated, - - - - -	1 00	
Aggregate length of tracks in Michigan belonging to this Company, computed as single track, - - - - -	21 00	
Gauge of track, 4 feet 8½ inches.		

	Total Miles.	In Michigan.
Total miles operated by the Company, - . -	20 00	20 00

Number of Bridges and Trestles in Michigan.

Wooden trestles, number of, - 13; aggregate length, feet,	1,738
Total, - - - - - 13; aggregate length, feet,	1,738

Draw Bridges in Michigan.

How many on your line? - - - - -	None.
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Crossings—Railroad and Highway.

Number of crossings of highways at grade in this State, -	8
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Stations.

Number of stations on whole line, - - - - -	2
Same in Michigan, - - - - -	2

Employés.

Number of persons regularly employed on all roads operated by Company, including officials, - - - - -	11
Same in Michigan, - - - - -	11

Classify your employés as per following list:

	Number.
Brakemen, - - - - -	1
Conductors, - - - - -	1
Engineers, - - - - -	1
Firemen, - - - - -	1
Laborers, - - - - -	5
Others, - - - - -	2

REPAIRS AND RENEWALS.

Fencing in Michigan.

How many miles of fencing have you ? - - - - - 10
Give the number of miles required to complete fence both
sides of your track, in Michigan, and the counties in which
needed:
Thirty miles, all in Ontonagon county.

Road Bed and Track.

Number of track sections in Michigan, - - - - - 1
Average number of men in each section gang, - - - - - 5

ROLLING STOCK.

	Number.
Number of locomotives of 20 to 30 tons weight, exclusive of tender, - - - - -	1
Total, - - - - -	1
Number of passenger cars—8-wheel, including official cars, - - - - -	1
Number of box freight cars, - - - - -	2
Number of platform cars, - - - - -	15
Other cars, - - - - -	1
Total, - - - - -	19

ADDITIONAL QUESTIONS.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?
We have no telegraph line.

TRANSPORTATION COMPANIES.

Sleeping, Drawing-Room and Palace Car Companies.

What sleeping, drawing-room, chair, or other palace passenger cars other
than the exclusive property of your own or some other railroad company have
been in use on your road, in the State of Michigan, during the year, on what
terms respectively, and if rented by you or allowed mileage between local
points in this State, the amount paid for the use of such cars during the
period under report?
No such cars on our road.

Fast Freight Lines.

To what fast freight lines or other transportation companies, running cars upon your road, not the exclusive property of any railroad company paying taxes in this State upon its gross receipts, have you paid car mileage or car rentals for the use of such cars, while in use for traffic between local points in this State, and what was the amount of such car rental or mileage paid?

None.

STATE OF WISCONSIN, }
COUNTY OF MILWAUKEE, } ss.

E. Mariner, Secretary, and Guido Pfister, Treasurer of the Ontonagon & Brule River Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

E. MARINER.

GUIDO PFISTER.

Subscribed and sworn to before me this 25th day of June, A. D. 1888.

[L. S.]

PHILIP D. KENNEDY,
Notary Public, Milwaukee Co., Wis.

ORE AND FOREST ROADS.

1887.

ANNUAL REPORT
OF THE
ALLEGAN & LAKE SHORE RAILROAD COMPANY.

For the Year ending December 31, 1887.

[Filed March, 20, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, W. S. DEWING, Kalamazoo, Mich.
Vice President, C. A. DEWING, Kalamazoo, Mich.
Secretary, C. A. DEWING, Kalamazoo, Mich.
Treasurer, J. H. MILLS, Kalamazoo, Mich.
General Manager or Superintendent, J. H. DEWING, Kalamazoo, Mich.

DIRECTORS.

W. S. DEWING, Kalamazoo, Mich.
 C. A. DEWING, Kalamazoo, Mich.
 J. H. DEWING, Kalamazoo, Mich.
 J. H. MILLS, Kalamazoo, Mich.
 E. F. POND, Kalamazoo, Mich.

Term expires February 8, 1888.

STOCKHOLDERS, STOCK, AND GENERAL OFFICES.

When chartered or articles of association filed,—June 9th, 1883.

Number of stockholders at date of last election,	-	-	-	-	-	7
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Number of stockholders in Michigan at same date,	-	-	-	-	-	7
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Amount of full paid stock held in Michigan at same date,	-	-	-	-	\$16,300 00
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Date of annual meeting of stockholders,—February 8.

Fiscal year of Company ends January 1.

General offices of the Company are located at Kalamazoo, Mich.

REMARKS.

This is a logging road. its business being limited to hauling logs and other forest products.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	-	\$3,000 00
Total expenses, including taxes, - - - - -	\$3,000 00	

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$100,000 00
Par value of shares, - - - - \$100 00	
No. of shares issued, - - - - 163	
Amount paid in on common, - - - - \$16,300 00	
Total amount paid in as per books of the Company, -	16,300 00
Paid in per mile of road owned by Com- pany,—miles, 5, - - - - -	\$3,260 00

GENERAL BALANCE SHEET,—Dr.

Construction account, - - - - -	\$12,200 00	
Equipment account, - - - - -	4,100 00	
		\$16,300 00
Total, - - - - -		\$16,300 00

GENERAL BALANCE SHEET,—Cr.

Capital stock, - - - - -	\$16,300 00
Total, - - - - -	\$16,300 00

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

None.

UNFUNDED DEBT.

None.

RECAPITULATION.

Total amount of stock and debt,	\$16,300 00
Stock and debt per mile of road, 5 miles,	3,260 00

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road, and Branches Built by Company.

Total expended for construction and equipment,	\$16,300 00
Average cost per mile of road (not including sidings,—5 miles),	2,440 00
Proportion of cost for Michigan,	16,300 00

ANALYSIS OF EARNINGS AND EXPENSES.

EARNINGS.

From freight,	\$3,000 00
Total earnings,	\$3,000 00
Earnings per mile of road operated,—5 miles,	600 00
Total earnings,	3,000 00
Total taxable earnings in Michigan,	3,000 00
Total income,	3,000 00
Proportion for Michigan,	3,000 00

EXPENSES.

	Per Cent.	Total.
Class 1. Maintenance of way and buildings,	20	\$600 00
Class 2. Maintenance of motive power and cars,	20	600 00
Class 3. Conducting transportation,	40	1,200 00
Class 4. General expenses and taxes,	20	600 00
Total expenses and taxes,	100.00	\$3,000 00

Operating expenses and taxes per mile of road operated,—5 miles,	\$600 00
Proportion of operating expenses and taxes for Michigan,	3,000 00
Per cent of expenses from earnings,	100

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
March 20th, 1887, to November 1, 1887.

MAIN LINE.

Miles. 100ths. Miles. 100ths

Name, description, and length of each :

In Michigan :

Allegan to Dewing's camp,	-	-	-	-	-	5	00
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Total length completed,	-	-	-	-	-	-	5	00
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Aggregate length of tracks belonging to this Company,								
computed as single track,	-	-	-	-	-	-	5	00

Total miles operated by the Company,	-	-	-	-	-	-	5	00
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Gauge of track, 3 feet.

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of,	3 ; aggregate length, feet,	30
Wooden trestles, number of,	1 ; aggregate length, feet,	600
Total,	4 ;	630

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?

None,

What railroads cross your road either over or under your grade in this State, and where?

None.

Number of crossings of highways at grade in this State,	3
---	---

Number of crossings of highways at grade in this State, at which there are gates or flagmen,	0
--	---

Number of crossings of highways over or under railroad (over, — ; under, —),	None.
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Number of highway bridges, 18 feet above track,	1
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Stations.

Number of stations on whole line,	2
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Same in Michigan,	2
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Employees.

Number of persons regularly employed on all roads operated by Company, including officials,	9
---	---

Same in Michigan,	9
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Fencing in Michigan.

How many miles of fencing have you?	4
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REPAIRS AND RENEWALS.

Road Bed and Track.

Number of track sections in Michigan,	-	-	-	-	1
Average length of sections (miles),	-	-	-	-	5
Average number of men in each section gang,	-	-	-	-	3
Number of new ties put in whole line during the year,	-	-	-	-	250
Average number of new ties per mile of road,	-	-	-	-	50
New bridges built during the year,—number,	-	-	-	-	None.

ROLLING STOCK.

	Number.	Present Estimated Value
Number of locomotives, all classes, exclusive of tender, - - - - -	1	\$1,000 00
Total, - - - - -	1	\$1,000 00
Number of logging cars, - - - - -	14	1,400 00
Total, - - - - -	14	\$2,400 00

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

May 29. A. S. Lince,* engineer, Dewing's Camp, derailment; purely accidental.

INJURED.

May 29. D. Gillson, fireman, Dewing's Camp, derailment; purely accidental.

* Mr. A. S. Lince was not killed outright, but died from the effects. No inquest was held.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accident.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions.....						
Coupling cars.....						
Derailments.....		1			1	
Falling from trains						
Frogs.....						
Getting on and off trains.....						
Highway crossings.....						
Miscellaneous.....						
Overhead obstructions.....						
Trespassers on trains.....						
Trespassers on tracks.....						
Total.....		1			1	

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year,	-	-	-	-	1
Number of persons injured during the year,	.	-	-	-	1
Number of casualties purely accidental,	-	-	-	-	1
Number resulting from lack of caution, carelessness, or misconduct,	-	-	-	-	-
Persons killed or injured while intoxicated,	-	-	-	-	-
Trespassers and tramps killed or injured,	-	-	-	-	-
Suicides,	-	-	-	-	-

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employees.	Killed.	Injured.	Total.
Baggagemen.....			
Brakemen.....			
Conductors.....			
Engineers.....	1		1
Firemen.....		1	1
Laborers.....			
Shopmen.....			
Yardmen.....			
Not classified above.....			
Total.....	1	1	2

STATE OF MICHIGAN, } ss.
COUNTY OF KALAMAZOO, }

Wm. S. Dewing, President, and James H. Dewing, of the Allegan & Lake Shore Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1886, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

WM. S. DEWING, *President.*
JAMES H. DEWING.

Subscribed and sworn to before me this 19th day of March, A. D. 1888.

GEORGE P. HOPKINS,

Notary Public in and for Kalamazoo Co., Mich.

ANNUAL REPORT
OF THE
CRAWFORD & MANISTEE RIVER RAILWAY COMPANY,

For the Year ending December 31, 1887.

[Filed March 22, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, ANTOINE E. CARTIER, Ludington, Mich.
Vice President, JAMES DEMPSEY, Manistee, Mich.
Secretary, WM. WENTE, Manistee, Mich.
Gen. Manager and Treasurer, LAWRENCE T. DEMPSEY, Grayling, Mich.

DIRECTORS.

ANTOINE E. CARTIER, Ludington, Mich.
Term expires January 1, 1889.
JAMES DEMPSEY, Manistee, Mich.
Term expires January 1, 1890.
L. T. DEMPSEY, Manistee, Mich.
Term expires January 1, 1891.
WM. WENTE, Manistee, Mich.
Term expires January 1, 1892.
ALLAN MCKEE, Manistee, Mich.
Term expires January 1, 1893.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—September 28, 1885.

Number of stockholders at date of last election, - - - - -	7
Number of stockholders in Michigan at same date, - - - - -	7
Amount of full paid stock held in Michigan at same date, - - - - -	\$50,000 00

Date of annual meeting of stockholders,—First Tuesday in December of each year.

Fiscal year of Company ends December 31 of each year.

General offices of the Company are located at Manistee, Mich.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$12,340 91
Total expenses, including taxes, - - - - -	\$6,235 50	
Balance for the year, - - - - -	- - - - -	\$6,111 41
Balance (profit and loss), last year, - - - - -	- - - - -	3,323 51
Balance forward to next year, - - - - -	9,434 92	
	<u>\$9,434 92</u>	<u>\$9,434 92</u>

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$50,000 00
Par value of shares, - - - \$100 00	
No. of shares issued, - - - 500	
Amount paid in on common, - - -	<u>\$50,000 00</u>
Total amount paid in, as per books of the Company, -	50,000 00
Paid in per mile of road owned by Company,—	
miles, 10, - - - - -	\$5,000 00

GENERAL BALANCE SHEET.—DR.

Construction account, - - - - -	\$45,566 58	
Equipment account, - - - - -	11,618 18	
	<u>57,184 76</u>	
Cash items:		
Cash, - - - - -	\$3,323 51	
Other assets:		
Debit balance from companies and individuals, - - - - -	2,250 16	
	<u>2,250 16</u>	
Total, - - - - -		<u>\$62,758 43</u>

GENERAL BALANCE SHEET,—Cr.

Capital stock, - - - - -	\$50,000 00
Unfunded debt:	
Dividends unpaid, - - - - -	3,323 51
Profit and loss, or income accounts, - - - - -	9,434 92
Total, - - - - -	<u>\$62,758 43</u>

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

None.

UNFUNDED DEBT.

None.

RECAPITULATION.

Total unfunded debt, - - - - -	<u>\$3,323 51</u>
Total debt liabilities, - - - - -	\$3,323 51
Total amount of stock and debt, - - - - -	\$3,323 51
Stock and debt per mile of road, - - - - -	332 35

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment, - - -	\$57,184 76
Average cost per mile of road (not including sidings),—10 miles, - - - - -	5,718 48
Proportion of cost for Michigan, - - - - -	57,184 76

CHARGES AND CREDITS DURING THE YEAR.

For new construction, - - - - -	<u>\$5,924 47</u>
Total charges, - - - - -	\$5,924 47
Net credit to property account during the year, - - -	5,924 47

ANALYSIS OF EARNINGS AND EXPENSES.

EARNINGS.

From freight, - - - - -	\$12,139 22
From other sources, - - - - -	207 69
Total earnings, - - - - -	<u>\$12,346 91</u>

Earnings per mile of road operated,—miles, 10, - - -	\$1,234 69
Earnings per train mile run from all trains earning revenue,— 8,693 miles, - - - - -	1 42
Receipts other than for transportation, - - - -	207 69
Total earnings, - - - - -	12,346 91
Total taxable earnings in Michigan, - - - - -	12,346 91
Total income, - - - - -	12,346 91
Proportion for Michigan, - - - - -	12,346 91

EXPENSES.

	Per Cent.	Total.
Class 1. Maintenance of way and buildings, -	18	\$1,104 14
Class 2. Maintenance of motive power and cars, -	58	3,640 38
Class 3. Conducting transportation, - - - - }		
Class 4. General expenses and taxes, - - - - }	24	1,490 98
		<hr/>
Total expenses and taxes, - - - - -	100	\$6,235 50
Operating expenses and taxes per mile of road operated,—miles, 10, - - - - -	\$623 55	
Operating expenses and taxes per train mile run for trains earning revenue,—8,693 miles, - - -	71.66	
Proportion of operating expenses and taxes for Michigan, - - - - -	6,235 50	
Per cent of expenses from earnings, - - - - -	71.66	
Net earnings per mile of road, - - - - -	611 14	
Net earnings per train mile run, - - - - -	70.33	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
October 11, 1885.

MAIN LINE.

Miles. 100ths. Miles. 100ths

In Michigan:	
From Manistee River to Forest terminus, south and east, -	10 00
Total length completed, - - - - -	10 00
Aggregate length sidings, spurs, and other tracks not above enumerated, - - - - -	3 00
Aggregate length of tracks belonging to this Company, computed as single track, - - - - -	13 00
Total miles operated by the Company, - - - - -	13 00
Gauge of track, 3 feet.	

Number of Bridges and Trestles in Michigan.

None.

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?
None.

What railroads cross your road either over or under your grade in this State, and where?
None.

Number of crossings of highways at grade in this State, - 3

Stations.

Number of stations on whole line, - - - - - 2
Same in Michigan, - - - - - 2

Employés.

Number of persons regularly employed on all roads operated
by Company, including officials, - - - - - 31
Same in Michigan, - - - - - 31

REPAIRS AND RENEWALS.

Road Bed and Track.

Number of track sections, - - - - - 1
Average length of sections (miles), - - - - - 10
Average number of men in each section gang, - - - - - 6
Number of new ties put in line during the year, - - - - - 1,000
Average number of new ties per mile of road, - - - - - 100
New bridges built during the year,—number, - - - - - None.

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives, all classes, exclusive of tender, - - - - -	1	\$4,000 00
Total, - - - - -	1	\$4,000 00
Number of logging cars, - - - - -	32	5,000 00
Other cars as follows:		
Hand car, - - - - -	1	15 00
Total, - - - - -	33	\$9,015 00
Number of freight cars equipped with power brakes, - - - - -	6	
What kind of train-brake is in use on your road ? Hand wheel.		

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

Miles run by freight trains during the year,	-	-	-	8,693
Total mileage of trains earning revenue,	-	-	-	8,693

Passenger Traffic.

None.

Freight Traffic.

	Numbers and Quantities.	Miles.	Rate.
Total tons of freight carried,	39,280		
Total freight mileage, or tons carried one mile,		196,400	
Average ton haul for all freight,		5	
Average amount received for each ton haul,			\$0 31.43
Average rate per ton per mile, received for all freight,			01.42

Tonnage of Articles Transported—Entire Road.

	Tons.	Per cent.
Lumber and forest products,	39,280	
Total tons carried,	39,280	100.00

STATE OF MICHIGAN, }
COUNTY OF MANISTEE, } ss.

James Dempsey, Vice President, and William Wentte, Secretary of the Crawford & Manistee River Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed, JAMES DEMPSEY, *Vice President.*
WILLIAM WENTTE, *Secretary.*

Subscribed and sworn to before me this 20th day of March, A. D. 1888.

[L. S.]

GEO. A. DUNHAM,
Notary Public.

ANNUAL REPORT
OF THE
GRASS LAKE & MANISTEE RIVER RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed March 31, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, OTTO KITZINGER, Manistee, Mich.
Vice President, PATRICK NOUD, Manistee, Mich.
Secretary, M. FAY, JR., Manistee, Mich.
Treasurer, R. R. BLOCKER, Manistee, Mich.
General Manager, PATRICK NOUD, Manistee, Mich.

DIRECTORS.

OTTO KITZINGER, Manistee, Mich.
GUS. KITZINGER, Manistee, Mich.
S. BABCOCK, Manistee, Mich.
R. R. BLOCKER, Manistee, Mich.
PATRICK NOUD, Manistee, Mich.
M. FAY, Jr., Manistee, Mich.

Term expires December 28, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—February 4, 1886.

Number of stockholders at date of last election,	- - - - -	7
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Number of stockholders in Michigan at same date, - - - - -	7
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Amount of full paid stock held in Michigan at same date, - - - - -	\$31,736 88
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Date of annual meeting of stockholders, December 28.

Fiscal year of Company ends December 28.

General offices of the Company are located at Manistee, Mich.

GENERAL EXHIBIT.

Total income, - - - - -	\$8,797 96
Total expenses, including taxes, - - - - -	\$8,797 96

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$52,000 00
Par value of shares, - - - \$100 00	
No. of shares issued, - - - 350	
Amount paid in on common, - - - -	\$31,736 38
Total amount paid in, as per books of the Company, -	31,736 38
Paid in per mile of road owned by Com- pany,—8 miles, - - - - -	\$3,967 05

GENERAL BALANCE SHEET—DR.

Construction account, - - - - -	\$23,131 38
Equipment account, - - - - -	8,605 00
	<u>\$31,736 38</u>
Total, - - - - -	\$31,736 38

GENERAL BALANCE SHEET—CR.

Capital stock, - - - - -	\$31,736 38
Total, - - - - -	<u>\$31,736 38</u>

ANALYSIS OF DEBT ACCOUNT.

FUNDED DEBT.

None.

UNFUNDED DEBT.

None.

RECAPITULATION.

Total amount of stock and debt, - - - - -	\$31,736 38
Stock and debt per mile of road, - - - - -	3,967 05

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment,	-	-	\$31,736 38
Average cost per mile of road,—not including sidings, 8 miles,	-	-	3,967 05
Proportion of cost for Michigan,	-	-	31,736 38

CHARGES AND CREDITS DURING THE YEAR.

For new construction,	-	-	\$1,831 38
For new equipment, including machinery and tools,	-	-	1,205 00
Total charges,	-	-	\$3,036 38
Net credit to property account during the year,	-	-	3,036 3

ANALYSIS OF EARNINGS AND EXPENSES.

EARNINGS.

From freight,	-	-	\$8,797 96
Total earnings,	-	-	\$8,797 96
Earnings per mile of road operated—miles 8,	-	-	1,099 74
Earnings per train mile run from all trains earning revenue,—12,800 miles,	-	-	68.75
Total earnings,	-	-	8,797 96
Total taxable earnings in Michigan,	-	-	8,797 96
Total income,	-	-	8,797 96
Proportion for Michigan,	-	-	8,797 96

EXPENSES.

	Per cent.	Total.
Class 1. Maintenance of way and buildings,	40	\$3,538 81
Class 2. Maintenance of motive power and cars,	8	680 64
Class 3. Conducting transportation,	44	3,846 07
Class 4. General expenses and taxes,	8	732 44
Total,	100	\$8,797 96
Operating expenses and taxes per mile of road,—miles, 8,	-	\$1,099 74
Operating expenses and taxes per train mile run, for trains earning revenue,—12,800 miles,	68.75	-
Proportion of operating expenses and taxes for Michigan,	-	8,797 96
Per cent of expenses from earnings,	100	-

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
September 3, 1886.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan, - - - - -	8 00	
Total length completed, - - - - -		8 00

BRANCHES.

Total length of branches owned by Company, - - - - -	1 50
Total length of road belonging to this Company, - - - - -	9 50
Total miles operated by the Company, - - - - -	9 50
Gauge of track 3 feet.	

Number of Bridges and Trestles in Michigan.

None.

Crossings—Railroad and Highway.

Number of crossings of highways at grade in this State, - - - - -	4
Number of crossings of highways at grade in this State at which there are gates or flagmen, - - - - -	None.
Are your frogs and guard rails blocked as required by Act 174, Session Laws, 1883? - - - - -	Yes.

Employees.

Number of persons regularly employed on all roads operated by Company, including officials, - - - - -	22
Same in Michigan, - - - - -	22

Fencing in Michigan.

How many miles of fencing have you? - - - - -	None.
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed:	
Sixteen miles.	

REPAIRS AND RENEWALS.

Road Bed and Track.

Number of track sections, - - - - -	1
Average length of sections,—miles, - - - - -	8

Average number of men in each section gang,	-	-	-	5
Number of new ties put in line during the year,	-	-	-	300
Average number of new ties per mile of road,	-	-	-	37
New rails put in track,	-	-	-	None.

ROLLING STOCK.

	Number.	Present Estimated value.
Number of locomotives, all classes, exclusive of tender, - - - - -	1	\$3,500 00
Total, - - - - -	1	\$3,500 00
Logging cars, - - - - -	25	5,000 00
Other cars as follows:		
Hand cars, - - - - -	1	100 00
Total, - - - - -	26	\$8,600 00
Number of locomotives equipped with train-brake,	None.	
Number of freight cars equipped with power brake, - - - - -	6	
What kind of train-brake is in use on your road?		
Hand brake.		

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

Miles run by freight trains during the year, - - -	12,800
Total mileage of trains earning revenue, - - -	12,800

Passenger Traffic.

None.

Freight Traffic.

	Numbers and Quantities.	Miles.	Rate.
Total tons of freight carried, - - -	29,250		
Total freight mileage, or tons carried one mile, - -		146,250	
Average ton haul for all freight, - - -		5	
Average amount received for each ton haul, - - -			\$0 30.97
Average rate per ton per mile, received for all freight, -			06.87

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent
Lumber and forest products, - - - - -	29,250	100.00
Total tons carried, - - - - -	29,250	100.00

STATE OF MICHIGAN, }
COUNTY OF MANISTEE, } ss.

Patrick Noud, President, and M. Fay, Secretary, of the Grass Lake & Manistee River Railroad Company, being duly sworn depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

PATRICK NOUD.
M. FAY, JR.

Subscribed and sworn to before me this 29th day of March, A. D. 1888.

[L. S.]

LOUIS E. MORRIS,
Notary Public

ANNUAL REPORT
OF THE
HOBART & MANISTEE RIVER RAILROAD COMPANY,
For the Year ending December 31st, 1887.

[Filed March 31, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, JOHN CANFIELD, Manistee, Mich.
Secretary and Treasurer, EDWARD D. WHEELER, Manistee, Mich.
General Superintendent, HENRY W. MARSH, Hobart, Mich.

DIRECTORS.

JOHN CANFIELD, Manistee, Mich.
EDWARD D. WHEELER, Manistee, Mich.
HENRY W. MARSH, Manistee, Mich.
RICHARD G. PETERS, Manistee, Mich.
A. O. WHEELER, Manistee, Mich.
Term expires July 18, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed, —July 19, 1879.
Number of stockholders at date of last election, - - - - 7
Number of stockholders in Michigan at same date, - - - - 7
Amount of full paid stock held in Michigan at same date, . - - \$60,000 00
Date of annual meeting of stockholders, —July 18th—third Wednesday.
Fiscal year of Company ends December 31.
General offices of the Company are located at Manistee, Mich.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$29,270 27
Total expenses, including taxes, - - - - -	\$32,687 52	
Net deficit, - - - - -	\$3,417 25	
Balance for the year, - - - - -	\$3,417 25	
Balance (profit and loss) last year, - - - - -	13,998 62.	
Balance forward to next year, - - - - -	- - - - -	\$17,415 87
	\$17,415 87	\$17,415 87

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$60,000 00
Par value of shares, - - - \$100 00	
No. of shares issued, - - - 600	
Amount paid in on common, - - - -	\$60,000 00
Total amount paid in as per books of the Company, -	60,000 00
Paid in per mile of road owned by Company,	
—miles, 9.24, - - - - -	\$6,493 00

GENERAL BALANCE SHEET—DR.

Construction account, - - - - -	\$55,716 76
Equipment account, - - - - -	22,000 00
Other assets:	
Materials and supplies, - - - - -	23,199 42
Profit and loss, - - - - -	17,415 87
Total, - - - - -	\$118,332 05

GENERAL BALANCE SHEET—CR.

Capital stock, - - - - -	\$60,000 00
Unfunded debt:	
Vouchers and accounts, - - - - -	58,332 05
Total, - - - - -	\$118,332 05

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

None.

ANNUAL REPORT
OF THE
HOBART & MANISTEE RIVER RAILROAD COMPANY,

For the Year ending December 31st, 1887.

[Filed March 31, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, JOHN CANFIELD, Manistee, Mich.

Secretary and Treasurer, EDWARD D. WHEELER, Manistee, Mich.

General Superintendent, HENRY W. MARSH, Hobart, Mich.

DIRECTORS.

JOHN CANFIELD, Manistee, Mich.

EDWARD D. WHEELER, Manistee, Mich.

HENRY W. MARSH, Manistee, Mich.

RICHARD G. PETERS, Manistee, Mich.

A. O. WHEELER, Manistee, Mich.

Term expires July 18, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed, —July 19, 1879.

Number of stockholders at date of last election,	- - - - -	7
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Number of stockholders in Michigan at same date,	- - - - -	7
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Amount of full paid stock held in Michigan at same date,	- - - - -	\$60,000 00
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Date of annual meeting of stockholders, —July 18th—third Wednesday.

Fiscal year of Company ends December 31.

General offices of the Company are located at Manistee, Mich.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$29,270 27
Total expenses, including taxes, - - - - -	\$32,687 52	
Net deficit, - - - - -	\$3,417 25	
Balance for the year, - - - - -	\$3,417 25	
Balance (profit and loss) last year, - - - - -	13,998 62.	
Balance forward to next year, - - - - -	- - - - -	\$17,415 87
	\$17,415 87	\$17,415 87

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$60,000 00
Par value of shares, - - - - \$100 00	
No. of shares issued, - - - - 600	
Amount paid in on common, - - - -	\$60,000 00
Total amount paid in as per books of the Company, -	60,000 00
Paid in per mile of road owned by Company,	
—miles, 9.24, - - - - -	\$6,493 00

GENERAL BALANCE SHEET—DR.

Construction account, - - - - -	\$55,716 76
Equipment account, - - - - -	22,000 00
Other assets:	
Materials and supplies, - - - - -	23,199 42
Profit and loss, - - - - -	17,415 87
Total, - - - - -	\$118,332 05

GENERAL BALANCE SHEET—CR.

Capital stock, - - - - -	\$60,000 00
Unfunded debt:	
Vouchers and accounts, - - - - -	58,332 05
Total, - - - - -	\$118,332 05

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

None.

UNFUNDED DEBT.

For what Incurred.	Is the Same to be Funded, or How Liquidated.	Amount.
For construction
For equipment.....
For real estate.....
For renewals.....
For miscellaneous.....
For current balances.....	\$58,332 05
Total unfunded debt.....		\$58,332 05

RECAPITULATION.

Total unfunded debt,	- - - - -	\$58,332 05
Total debt liabilities,	- - - - -	\$ 58,332 05
Amount of debt liabilities per mile of road [9.24 miles],	-	6,312 99
Total amount of stock and debt,	- - - - -	118,332 05
Stock and debt per mile of road,	- - - - -	12,806 49

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment,	- -	\$77,716 76
Average cost per mile of road (not including sidings), 9.24 miles,	- - - - -	8,410 90
Poportion of cost for Michigan,	- - - - -	77,716 76

ANALYSIS OF EARNINGS AND EXPENSES.

EARNINGS.

From freight,	- - - - -	\$29,270 27
Total earnings,	- - - - -	\$29,270 27
Earnings per mile of road operated (miles, 9.24),	-	3,167 77
Earnings per train mile run from all trains earning revenue, —16,000 miles,	- - - - -	1 82
Total earnings,	- - - - -	29,270 27
Total taxable earnings in Michigan,	- - - - -	29,270 27
Total income,	- - - - -	29,270 27
Proportion for Michigan,	- - - - -	29,270 27

EXPENSES.

	Per Cent.	Total.
Class 1. Maintenance of way and buildings, -	36	\$11,767 51
Class 2. Maintenance of motive power and cars, -	10	3,268 75
Class 3. Conducting transportation, - - -	50	16,343 76
Class 4. General expenses and taxes, - - -	4	1,307 50
	<hr/>	<hr/>
Total expenses and taxes, - - - -	100	\$32,687 52
Operating expenses and taxes per mile of road operated,—		
miles, 9.24, - - - - -	-	3,537 61
Operating expenses and taxes per train mile run,		
for trains earning revenue,—miles, 16,000, - - -	-	2 04
Proportion of operating expenses and taxes for Michigan, -	-	32,687 52
Per cent of expenses from earnings, - 211.00	-	
Net deficit per mile of road, - - - -	\$369 84	
Net deficit per train mile run, - - - -	0 20	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
1880.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan, - - - - -	9 24	
	<hr/>	
Total length completed, - - - - -	-	9 24
Total length of road belonging to this Company, -	-	9 24
Aggregate length of sidings, spurs, and other tracks not above enumerated, - - - - -	10 00	
Aggregate length of tracks belonging to this Company, computed as single track, - - - - -	-	19 24
Total miles operated by the Company, including sidings, -	-	19 24
Gauge of track, 3 feet.		

Number of Bridges and Trestles in Michigan.

Wooden trestles, number of, - 2; aggregate length, feet,	685
	<hr/>
Total, - - - - - 2; - - - - -	685

Crossings—Railroad and Highway.

Number of crossings of highways at grade in this State, -	1
---	---

Stations.

Number of stations on whole line, - - - - -	2
Same in Michigan, - - - - -	2

Employés.

Number of persons regularly employed on all roads operated by Company, including officials, - . - - - -	40
Same in Michigan, - - - - -	40

Fencing in Michigan.

How many miles of fencing have you? - - - -	None.
---	-------

REPAIRS AND RENEWALS.

Road Bed and Track.

Number of track sections, - - - - -	1
Average length of sections (miles), - - - - -	9.24
Average number of men in each section gang, - - - - -	4

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives, all classes, exclusive of tender, - - - - -	2	\$12,000 00
Total, - - - - -	2	\$12,000 00
Number of platform cars, - - - - -	6	1,200 00
Number of logging cars, - - - - -	36	7,200 00
Total, - - - - -	42	\$8,400 00
Number of locomotives equipped with train brake, steam, - - - - -	2	
Number of freight cars equipped with power brakes, hand, - - - - -	42	
What kind of train brake is in use on your road? Hand.		
Are your cars equipped with automatic couplers, as required by law? Not yet.		
What pattern have you adopted for use? Cowell freight coupler.		

MILEAGE, TRAFFIC ETC.

Train Mileage.

Miles run by passenger trains during the year, estimated, -	16,000
Total mileage of trains earning revenue, - - -	16,000

Freight Traffic.

	Numbers and Quantities.	Miles.	Rate.
Total tons of freight carried, - - -	93,744		
Total freight mileage, or tons carried one mile, - -		656,208	
Average ton haul for all freight, - - -		7	
Average amount received for each ton haul, - - -			\$0 31.2
Average rate per ton per mile, received for all freight, - -			04.4

Tonnage of Articles Transported.—Entire Road.

	Tons.	Per Cent.
Lumber and forest products, - - - - -	93,744	100.00
Total tons carried, - - - - -	93,744	100.00

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

February 4. Forest Helms, brakeman ; unseen fall from cars between stations.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accident.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions						
Coupling cars						
Derailments						
Falling from trains		1				
Frogs						
Getting on and off trains						
Highway crossings						
Miscellaneous						
Overhead obstructions						
Trespassers on trains						
Trespassers on tracks						
Total		1				

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year,	-	-	-	-	1
Number of persons injured during the year,	-	-	-	-	—
Number of casualties purely accidental,	-	-	-	-	1
Number resulting from lack of caution, carelessness, or misconduct,	-	-	-	-	—
Persons killed or injured while intoxicated,	-	-	-	-	—
Trespassers and tramps killed or injured,	-	-	-	-	—
Suicides,	-	-	-	-	—

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employés.	Killed.	Injured.	Total.
Baggagemen.....			
Brakemen.....	1		1
Conductors.....			
Engineers.....			
Firemen.....			
Laborers.....			
Shopmen.....			
Yardmen.....			
Not classified above.....			
Total.....	1		1

STATE OF MICHIGAN, }
COUNTY OF MANISTEE, } ss.

John Canfield, President, and Edward D. Wheeler, Secretary and Treasurer of the Hobart & Manistee River Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

JOHN CANFIELD,

President.

EDWARD D. WHEELER,

Secretary and Treasurer.

Subscribed and sworn to before me this 29th day of February, A. D. 1888.

CHARLES C. YOUNG,

Notary Public.

ANNUAL REPORT
OF THE
HECLA & TORCH LAKE RAILROAD COMPANY,
For the Year ending December 31, 1887.

[Filed March 30, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, ALEN AGASSIZ, Boston, Mass.
Secretary, H. K. COLE, Calumet, Mich.
Treasurer, H. K. COLE, Calumet, Mich.
General Manager, W. A. CHILDS, Calumet, Mich.

DIRECTORS.

ALEX. AGASSIZ, Boston, Mass.
O. A. SHAW, West Roxbury, Mass.
CHANNING CLAPP, Boston, Mass.
JAMES N. WRIGHT, Calumet, Mass.
JOHN DUNCAN, Calumet, Mass.
Term expires June 20, 1888.

STOCKHOLDERS, STOCK, AND GENERAL OFFICES.

When chartered or articles of association filed,—1867.
Number of stockholders at date of last election, - - - - 6
Number of stockholders in Michigan at same date, - - - - 3
Amount of full paid stock held in Michigan at same date, - - - \$200 00
Date of annual meeting of stockholders,—Third Wednesday in June.
Fiscal year of Company ends April 30.
General offices of the Company are located at Calumet, Mich.

REMARKS.

This road is operated and wholly owned by the Calumet & Hecla Mining Company, which pays any deficit that may occur for the privilege of having its ore transported free.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	-	\$74,160 05
Total expenses, including taxes, - - - - -	\$74,160 05	

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$150,000 00
Par value of shares, - - - - \$100 00	
No. of shares issued, - - - - 1,000	
Amount paid in on common, - - - - \$100,000 00	
Total amount paid in, as per books of the Company, -	100,000 00
Paid in per mile of road owned by Company,—	
miles, 7.50 - - - - -	\$13,333 33

GENERAL BALANCE SHEET.—Dr.

Construction account, - - - - -	}	\$436,629 13
Equipment account, - - - - -		
Total, - - - - -		\$436,629 13

GENERAL BALANCE SHEET,—Cr.

Capital stock, - - - - -	\$100,000 00
Unfunded debt:	
Vouchers and accounts, - - - - -	336,629 13
Total, - - - - -	\$436,629 13

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

None.

UNFUNDED DEBT.

For What Incurred.	Is the Same to be Funded, or how Liquidated.	Amount.
For construction.....	}	\$336,629 13
For equipment.....		
For real estate		
For renewals		
For miscellaneous.....		
For current balances.....		
Total unfunded debt.....		\$336,629 13

RECAPITULATION.

Total unfunded debt,	- - - - -	\$336,629 13
Total debt liabilities,	- - - - -	\$336,629 13
Amount of debt liabilities per mile of road (7.50 miles),	-	44,883 88
Total amount of stock and debt,	- - - - -	436,629 13
Stock and debt per mile of road,	- - - - -	58,217 21

COST OF ROAD AND EQUIPMENT.

<i>Total Cost for Construction and Equipment of Road, and Branches Built by Company.</i>		
Total expended for construction and equipment,	- - -	\$436,629 13
Average cost per mile of road (not including sidings),—7.50 miles,	- - - - -	58,217 21
Proportion of cost for Michigan,	- - - - -	436,629 13

CHARGES AND CREDITS DURING THE YEAR.

For new construction,	- - - - -	\$14,838 48
For new equipment, including machinery and tools,	- -	28,357 86
Total charges,	- - - - -	\$43,196 34
Net debit to property account during the year,	- - -	43,196 34

ANALYSIS OF EARNINGS AND EXPENSES.

EARNINGS.

From freight,	- - - - -	\$74,160 05
Total earnings,	- - - - -	\$74,160 05

Earnings per mile of road operated,—miles, 7.50,	-	-	\$9,888 00
Earnings per train mile run from all trains earning revenue,—			
42,155 miles,	-	-	1 76
Total earnings,	-	-	74,160 05
Total taxable earnings in Michigan,	-	-	74,160 05
Total income,	-	-	74,160 05
Proportion for Michigan,	-	-	74,160 05

EXPENSES.

	Per Cent.	Total.
Class 1. Maintenance of way and buildings,	7.75	\$5,750 00
Class 2. Maintenance of motive power and cars,	13.27	9,840 15
Class 3. Conducting transportation,	76.34	56,613 27
Class 4. General expenses and taxes,	2.64	1,956 63
Total expenses and taxes,	100.00	\$74,160 05
Operating expenses and taxes per mile of road operated,—miles, 7.50,	-	9,888 00
Operating expenses and taxes per train mile run for trains earning revenue,	-	1 76
Proportion of operating expenses and taxes for Michigan,	-	74,160 05
Per cent of expenses from earnings,	100	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
October, 1888.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan,	6 00	
Total length completed,		6 00

BRANCHES.

From Hecla to South Hecla,	1 00	
From Hecla to Calumet,	50	
Total length of branches owned by Company,		1 50
Total length of road belonging to this Company,	7 50	
Aggregate length of sidings, spurs, and other tracks not above enumerated,		1 13

	Miles. 100ths.
Aggregate length of tracks belonging to this Company, computed as single track,	8 63
Total miles operated by the Company,	7 50
Gauge of track, 4 feet 1 inch.	

Number of Bridges and Trestles in Michigan.

Wooden trestles, number of,	5 ; aggregate length, feet,	3,059
Total,	5 ;	3,059

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?	
Mineral Range R. R., at Calumet.	
Number of crossings of highways at grade in this State,	6
Number of crossings of highways at grade in this State, at which there are gates or flagmen,	2
Number of crossings of highways over or under railroad (over, —; under, 1),	1
Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883?	Yes.

Stations.

Number of stations on whole line,	3
Same in Michigan,	3

Employés.

Number of persons regularly employed on all roads operated by Company, including officials,	50
Same in Michigan,	50

REPAIRS AND RENEWALS.

Road Bed and Track.

Number of track sections,	1
Average length of sections (miles),	7.50
Average number of men in each section gang,	8
Number of new ties put in during the year,	2,000
Average number of new ties per mile of road,	24
New bridges built during the year,—number :	None.

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives, all classes, exclusive of tender, - - - - -	9	\$90,000 00
Total, - - - - -	9	\$90,000 00
Number of passenger cars, - - - - -	1	500 00
Number of box freight cars, - - - - -	4	1,200 00
Number of platform cars, - - - - -	53	14,500 00
Number of ore cars, - - - - -	204	53,150 00
Other cars as follows:		
Timber and stone, - - - - -	6	1,950 00
Snow plow, - - - - -	1	400 00
Conductors' way cars, - - - - -	2	500 00
Total, - - - - -	271	\$72,200 00

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

Miles run by freight trains during the year, - - -	42,155
Total mileage of trains earning revenue, - - -	42,155

Freight Traffic.

	Numbers and Quantities.	Miles.	Rate.
Total tons of freight carried, - - -	728,194		
Total freight mileage, or tons carried one mile, - -	5,461.455		
Average ton haul for all freight, - - -	7.50		
Average amount received for each ton haul, - - -			\$0 10.18
Average rate per ton per mile, received for all freight, -			01.35

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Lumber and forest products, - - -	16,000	
Grain, flour, provisions, other agricultural products not included above, - - -	39,987	
Coal, - - -	27,398	
Ores, - - -	644,809	
Total tons carried, - - -	728,194	100.00

STATE OF MICHIGAN, }
COUNTY OF HOUGHTON, } ss.

H. K. Cole, Secretary and Treasurer of the Hecla & Torch Lake Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of his knowledge and belief.

[L. S. OF R. R.]

H. K. COLE.

Subscribed and sworn to before me this 24th day of March, A. D. 1888.

[L. S.]

L. W. KILLMAR,
Notary Public in and for Houghton county.

ANNUAL REPORT
OF THE
LAKE COUNTY RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed March 30, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

Have had no election of officers.

DIRECTORS.

THOMAS R. LYON, Ludington, Mich.

JOHN B. LYON, Chicago, Ill., 12 Sherman St.

JOHN S. WOODRUFF, Ludington, Mich.

M. A. NEILAN, Ludington, Mich.

LUCIUS K. BAKER, Ludington, Mich.

Term expires September 1, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—Executed July 12th, 1880; filed September 8, 1880.

Number of stockholders at date of last election (original subscribers,)

Number of stockholders in Michigan at same date, - - - - -

Amount of full paid stock held in Michigan at same date,—No certificates of stock issued.

Date of annual meeting of stockholders,—September 1.

Fiscal year of Company ends December 31.

General offices of the Company are located at Ludington, Mich.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$23,447 03
Total expenses, including taxes, - - - - -	\$20,427 66	
Net income, - - - - -		3,019 37
Balance for the year, - - - - -		\$3,019 37
Balance (profit and loss), last year, - - - - -		7,580 63
Balance forward to next year, - - - - -	\$10,600 00	
	\$10,600 00	\$10,600 00

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$300,000 00
Par value of shares, - - - - \$100 00	
No. of shares issued, - - - - 6,000	
Amount paid in on common, - - - -	\$60,000 00
Total amount paid in, as per books of the Company, -	60,000 00
Paid in per mile of road owned by Com- pany,—miles, 11, - - - -	\$5,454 54

GENERAL BALANCE SHEET,—DR.

Construction account, - - - - -	\$40,600 00
Equipment account, - - - - -	30,000 00
Cash items:	
Bills receivable, - - - - -	\$500 00
500 00	
Total, - - - - -	\$71,100 00

GENERAL BALANCE SHEET,—CR.

Capital stock, - - - - -	\$60,000 00
Unfunded debt:	
Due employés, - - - - -	500 00
Profit and loss, or income accounts, - - - - -	10,600 00
Total, - - - - -	\$71,100 00

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

None.

UNFUNDED DEBT.

For What Incurred.	Is the same to be Funded, or how Liquidated.	Amount.
For construction
For equipment
For real estate
For renewals
For miscellaneous
For current balances	\$500 00
Total unfunded debt		\$500 00

RECAPITULATION.

Total unfunded debt,	- - - - -	\$500 00
Total debt liabilities,	- - - - -	\$500 00
Amount of debt liabilities per mile of road,—11 miles,	-	45 45
Total amount of stock and debt,	- - - - -	60,500 00
Stock and debt per mile of road,	- - - - -	5,500 00

COST OF ROAD AND EQUIPMENT.

<i>Total Cost for Construction and Equipment of Road and Branches Built by Company.</i>		
Total expended for construction, and equipment,	- -	\$70,600 00
Average cost per mile of road (not including sidings),—11 miles,	- - - - -	6,418 18
Proportion of cost for Michigan,	- - - - -	70,600 00

CHARGES AND CREDITS DURING THE YEAR.

For new construction,	- - - - -	\$3,100 00
For new equipment, including machinery and tools,	- -	7,500 00
Total charges,	- - - - -	\$10,600 00
Net debit to property account during the year,	- - -	10,600 00

ANALYSIS OF EARNINGS AND EXPENSES.

EARNINGS.

From freight,	- - - - -	\$23,447 03
Total earnings,	- - - - -	\$23,447 03

Earnings per mile of road operated,—11 miles, - - -	\$2,131 55
Total earnings, - - - - -	23,447 03
Total taxable earnings in Michigan, - - - - -	23,447 03
Total income, - - - - -	23,447 03
Proportion for Michigan, - - - - -	23,447 03

EXPENSES.

	Per cent.	Total.
Class 1. Maintenance of way and buildings, -	17 22	\$3,517 64
Class 2. Maintenance of motive power and cars, .	17 22	3,517 64
Class 3. Conducting transportation, - - -	37 96	7,754 34
Class 4. General expenses and taxes, - - -	27 60	5,638 04
		<hr/>
Total expenses and taxes, - - - - -	100.00	\$20,427 66
Operating expenses and taxes per mile of road operated,—miles, 11, - - - - -	- -	1,857 06
Proportion of operating expenses and taxes for Michigan, - - - - -	- -	20,427 66
Per cent of expenses from earnings, - - -	87	
Net earnings per mile of road,- - - - -	\$274 47	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
August 20, 1880.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths
In Michigan, - - - - -	11 00	
		<hr/>
Total length completed, - - - - -	- -	11 00
Total length of road belonging to this Company, - - -	- -	11 00
Aggregate length of tracks belonging to this Company, computed as single track, - - - - -	- -	11 00
Total miles operated by the Company, - - - - -	- -	11 00
Gauge of track, 4 feet 8½ inches.		

Number of Bridges and Trestles in Michigan.

Wooden trestles, number of,	-	2	; aggregate length, feet,	650
		<hr/>		<hr/>
Total,	-	-	-	2; - - - - - 650

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality ?

Flint & Pere Marquette R. R., near Branch Station.

Are your frogs and guard rails blocked as required by Act No. 174, Session Laws of 1883?

Yes.

Employees.

Number of persons regularly employed on all roads operated by Company, including officials,	-	-	-	-	-	-	-	15
Same in Michigan,	-	-	-	-	-	-	-	15

REPAIRS AND RENEWALS.

Road Bed and Track.

Number of track sections,	-	-	-	-	-	-	-	1
Average length of sections (miles),	-	-	-	-	-	-	-	11
Average number of men in each section gang,	-	-	-	-	-	-	-	6
Number of new ties put in line during the year,	-	-	-	-	-	-	-	6,000
Average number of new ties per mile of road,	-	-	-	-	-	-	-	545
New rails put in track:								
Steel (tons, 56),—miles,	-	-	-	-	-	-	-	1
Total miles of track laid with new rails,	-	-	-	-	-	-	-	1

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives, all classes, exclusive of tender,	4	\$16,000 00
Total,	4	\$16,000 00
Number of logging cars,	40	5,000 00
Total,	40	\$21,000 00

Are your cars equipped with automatic couplers as required by law?
We buy our cars of the Russell Wheel & Foundry Co., Detroit, and cars are equipped with couplers used by them.

MILEAGE, TRAFFIC, ETC.

Train Mileage.

No report.

Freight Traffic.

	Numbers and Quantities.	Miles.	Rate.
Total tons of freight carried,	93,788		
Total freight mileage, or tons carried one mile,		515,794	
Average ton haul for all freight,		550	
Average amount received for each ton haul,			\$0 25

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Lumber and forest products,	93,788	100.00
Total tons carried,	93,788	100.00

STATE OF MICHIGAN, }
COUNTY OF MASON, } ss.

John S. Woodruff and Lucius K. Baker, of the Lake County Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed, LUCIUS K. BAKER.
JOHN S. WOODRUFF.

Subscribed and sworn to before me this 27th day of March, A. D. 1888.
[L. S.] WILLIAM FOY,
Notary Public, Mason Co., Mich.

ANNUAL REPORT
OF THE
MANISTEE & LUTHER RAILROAD COMPANY,
For the Year ending December 31, 1887.

[Filed March 30, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, RICHARD G. PETERS, Eastlake.
Secretary and Treasurer, HENRY W. CAREY, Eastlake.
Gen. Manager or Superintendent, RICHARD G. PETERS, Eastlake.
Gen. Passenger and Freight Agent, HENRY W. CAREY, Eastlake.

DIRECTORS.

RICHARD G. PETERS, Manistee.
HENRY W. CAREY, Eastlake.
JAMES H. PETERS, Eastlake.
GEO. M. BURR, Manistee.
A. J. DOVEL, Manistee.

Term expires April 5, 1888.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—March 26, 1886.
Number of stockholders at date of last election, - - - - - 7
Number of stockholders in Michigan at same date, - - - - - 7
Amount of full paid stock held in Michigan at same date, - - - - - None.
Date of annual meeting of stockholders,—First Thursday in April.
Fiscal year of Company ends December 31.
General offices of the Company are located at Eastlake.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$88,869 66
Total expenses, including taxes, - - - - -	\$45,695 92	
Net income, - - - - -	- - - - -	\$43,173 74
Interest on unfunded debt, - - - - -	6,929 12	
Rentals of buildings, tracks, etc., - - - - -	2,000 00	
Balance for the year, - - - - -	- - - - -	\$34,244 62
Balance (profit and loss) last year, - - - - -	- - - - -	27,166 47
Balance forward to next year, - - - - -	61,411 09	
	\$61,411 09	\$61,411 09

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$400,000 00
Par value of shares, - - - - \$100 00	
No. of shares issued, - - - - 4,000	
Amount paid in on common, - - - - \$100,000 00	
Total amount paid in, as per books of the Company, -	100,000 00
Paid in per mile of road owned by Com- pany,—miles, 59.25, - - - -	\$1,687 76

GENERAL BALANCE SHEET,—DR.

Construction account, - - - -	\$235,188 52
Equipment account, - - - -	69,511 86
	304,700 38
Other assets:	
Debit balances from companies and individuals, - -	8,745 48
Total, - - - -	\$313,445 86

GENERAL BALANCE SHEET,—CR.

Capital stock, - - - -	\$100,000 00
Unfunded debt, - - - -	152,034 77
Other liabilities:	
Account of construction, - - - -	\$152,034 77
Profit and loss, or income accounts, - - - -	61,411 09
Total, - - - -	\$313,445 86

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

None.

UNFUNDED DEBT.

For what incurred.	Is the same to be Funded, or how Liquidated.	Amount.
For construction.....	Paid from earnings.....	\$152,034 77
For equipment.....
For real estate
For renewals.....
For miscellaneous.....
For current balances.....
Total unfunded debt.....		\$152,034 77

RECAPITULATION.

Total unfunded debt,	- - - - -	\$152,034 77
Total debt liabilities,	- - - - -	\$152,034 77
Amount of debt liabilities per mile of road,—59.25 miles,	-	2,565 98
Total amount stock and debt,	- - - - -	252,034 77
Stock and debt per mile of road,	- - - - -	4,253 75

COST OF ROAD AND EQUIPMENT.

Total cost for Construction and Equipment of Road, and Branches Built by Company.

Total expended for construction and equipment,	- - -	\$304,700 38
Average cost per mile of road (not including sidings),—		
59.25 miles,	- - - - -	7,086 05
Proportion of cost for Michigan,	- - - - -	304,700 38

CHARGES AND CREDITS DURING THE YEAR.

For new construction,	- - - - -	\$96,026 18
For new equipment, including machinery and tools,	- -	12,430 72
Total charges,	- - - - -	\$108,456 90
Net debt to property account,	- - - - -	108,456 90

ANALYSIS OF EARNINGS AND EXPENSES.

EARNINGS.

From passengers,	-	-	-	-	-	-	-	-	\$271 63
From freight,	-	-	-	-	-	-	-	-	88,598 03
									<hr/>
Total earnings,	-	-	-	-	-	-	-	-	\$88,869 66
Earnings per mile of road operated,—miles, 59.25,	-	-	-	-	-	-	-	-	1,499 91
Total earnings,	-	-	-	-	-	-	-	-	88,869 66
Total taxable earnings in Michigan,	-	-	-	-	-	-	-	-	88,869 66
Total income,	-	-	-	-	-	-	-	-	88,869 66
Proportion for Michigan,	-	-	-	-	-	-	-	-	88,869 66

EXPENSES.

	Per Cent.	Total.
Class 1. Maintenance of way and buildings,	10.60	\$4,847 70
Class 2. Maintenance of motive power and cars,	23.82	10,878 93
Class 3. Conducting transportation,	53.95	24,656 03
Class 4. General expenses and taxes,	11.63	5,313 26
		<hr/>
Total expenses and taxes,	100.00	\$45,695 92
Operating expenses and taxes per mile of road operated (miles, 59.25),		\$771 29
Proportion of operating expenses and taxes for Michigan,		45,695 92
Per cent of expenses from earnings,	51.40	
Net earnings per mile of road, 59.25,	728 62	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
36.50 miles June 1, 1886, and balance of road during season of 1887.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan:		
Eastlake to South Line, section 26, 19, 12,	-	37 50
		<hr/>
Total length completed,	-	87 50

BRANCHES.

Township 20, R. 15, to sections 26, 21, 14,	-	10 00
		<hr/>
Total length of branches owned by Company,	-	11 75

	Miles. 100ths
Total length of road belonging to this Company,	59 25
Aggregate length of tracks belonging to this Company, computed as single track,	59 25
Total miles operated by the Company,	59 25
Gauge of track 3 feet.	

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of,	3; aggregate length, feet,	150
Wooden trestles, number of,	1; aggregate length, feet,	60
Total,	4;	210

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?
F. & P. Marquette R. R., at lot 1, sections 7, 20, 16.
G. R. & I. R. R., at sections 15, 19, 12.

Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883 ?	Yee.
---	------

Stations.

Number of stations on whole line,	10
Same in Michigan,	10

Employés.

Number of persons regularly employed on all roads operated by Company, including officials,	60
Same in Michigan,	60

Fencing in Michigan.

How many miles of fencing have you ? None.
Give the number of miles required to complete fence both
sides of your track, in Michigan, and the counties in which
needed:
None required.

REPAIRS AND RENEWALS.

Road Bed and Track.

Number of track sections,	5
Average length of sections (miles),	10
Average number of men in each section gang,	4
Number of new ties put in line during the year,	44,425
Average number of new ties per mile of road,	2,700
New rails put in track,	2,024
Steel [tons, 2,793.480], miles,	5.75

Bridges and Culverts.

New bridges built during the year,—number, - - - None.

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives, all classes, exclusive of tender, - - - - -	5	\$23,576 14
Total, - - - - -	5	\$23,576 14
Number of passenger cars, - - - - -	1	2,000 00
Number of box freight cars, - - - - -	3	1,200 00
Number of platform cars, - - - - -	18	3,420 00
Number of logging cars, - - - - -	205	36,315 72
Other cars as follows:		
Boarding cars, - - - - -	6	3,000 00
Total, - - - - -	233	\$69,511 86

Number of locomotives equipped with train-brake?
5 steam brakes on locomotives and tenders.
Number of freight cars equipped with power brake?
Common ratchet brake.
What kind of train-brake is in use on your road?
Common ratchet brake.
Are your cars equipped with automatic couplers as required by law?
Regular logging car coupling.

MILEAGE, TRAFFIC, ETC.

Passenger Traffic.

	Number and Quantities.	Miles.	Rate.
Total number of passengers carried, - - -	362		
Total passenger mileage, or passengers carried one mile, - - - - -		9,050	
Average distance traveled by each passenger, - - -		25	
Average amount received from each passenger, - - -			\$0 75
Average rate of fare per mile for all passengers, - - -			03

Freight Traffic.

Total tons of freight carried, - - -	118,563		
Total freight mileage, or tons carried one mile, - - -		3,556,890	
Average ton haul for all freight, - - -		30	
Average amount received for each ton haul, - - -			74.90

Tonnage of Articles Transported.—Entire Road.

	Tons.	Per Cent,
Lumber and forest products, - - - - -	117,907	99 45
Grain, flour, provisions, other agricultural products not included above, - - - - -	656	0.55
Total tons carried, - - - - -	118,563	100.00

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?
Telephone line, owned by road, 30½ miles.

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

KILLED.

June 22. Geo. Hall, brakeman, Baldwin Crossing, fell off car and wheels went over him; his carelessness.
July 7. H. S. Udell, surveyor, Sands Switch, fell off car and logs went over him; his carelessness.
August 7. J. J. Lawrence, Clement Junction; tried to jump on train moving twelve miles an hour.

TABULAR STATEMENT OF ACCIDENTS.

Causes of Accident.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions						
Coupling cars						
Derailments.....						
Falling from trains		1				
Frogs						
Getting on and off trains.....						
Highway crossings.....						
Miscellaneous						
Overhead obstructions.....						
Trespassers on trains.....			2			
Trespassers on tracks.....						
Total		1	2			

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year, -	-	-	-	3
Number of persons injured during the year, -	-	-	-	—
Number of casualties purely accidental, -	-	-	-	—
Number resulting from lack of caution, carelessness, or misconduct, -	-	-	-	1
Persons killed or injured while intoxicated, -	-	-	-	—
Trespassers and tramps killed or injured, -	-	-	-	2
Suicides, -	-	-	-	—

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employees.	Killed.	Injured.	Total.
Baggagemen.....			
Brakemen	1		1
Conductors			
Engineers.....			
Firemen.....			
Laborers.....			
Shopmen.....			
Yardmen.....			
Not classified above.....			
Total.....	1		1

STATE OF MICHIGAN, }
COUNTY OF MANISTEE, } ss.

Richard G. Peters, President, and Henry W. Carey, Secretary, of the Manistee & Luther Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed,

RICHARD G. PETERS.
HENRY W. CAREY.

Subscribed and sworn to before me this 28th day of March, A. D. 1888.

[L. S.]

LOUIS J. SIMON,
Notary Public.

ANNUAL REPORT
OF THE
MECOSTA RAILWAY COMPANY,

*For the Year ending December 31, 1887.**

[Filed March 30, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, JOHN McNAUGHTON, Big Rapids, Mich.

Secretary, DOUGALL W. McNAUGHTON, Big Rapids, Mich.

Treasurer, WM. McNAUGHTON, Big Rapids, Mich.

General Manager, JOHN McNAUGHTON, Big Rapids, Mich.

DIRECTORS.

JOHN McNAUGHTON, Big Rapids, Mich.

DOUGALL W. McNAUGHTON, Big Rapids, Mich.

WM. McNAUGHTON, Big Rapids, Mich.

LEANDER C. LINCOLN, Big Rapids, Mich.

GEORGE H. LINCOLN, Big Rapids, Mich.

FRED. W. JOSLYN, Big Rapids, Mich.

JOHN FENNING, Big Rapids, Mich.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,—October 26, 1882.

Number of stockholders at date of last election, - - - - - 7

Number of stockholders in Michigan at same date, - - - - -

Amount of full paid stock held in Michigan at same date, - - - - \$50,000 00

Date of annual meeting of stockholders, September 1.

Fiscal year of Company ends December 31.

General offices of the Company are located at Big Rapids, Mich.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$8,869 82
Total expenses, including taxes, - - - - -	\$11,931 36	
Net deficit, - - - - -	\$3,061 54	
Interest on funded debt, - - - - -	1,752 10	
Balance for the year, - - - - -	\$4,813 64	
Balance (profit and loss), last year, - - - - -	- - - - -	1,117 23
Balance forward to next year, - - - - -	- - - - -	3,696 31
	\$4,813 64	\$4,813 64

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$100,000 00
Par value of shares, - - - - \$100 00	
No. of shares issued, - - - - 500	
Amount paid in on common, - - - -	\$50,000 00
Total amount paid in as per books of the Company, -	50,000 00
Paid in per mile of road owned by Com- pany,—10 miles, - - - -	\$5,000 00

GENERAL BALANCE SHEET,—DR.

Construction account, - - - - -	\$52,160 22
Equipment account, - - - - -	15,319 83
Other assets:	
Materials and supplies, - - - - -	555 52
Profit and loss, - - - - -	696 31
Total, - - - - -	\$71,731 88

GENERAL BALANCE SHEET,—CR.

Capital stock, - - - - -	\$50,000 00
Funded debt, - - - - -	21,000 00
Unfunded debt:	
Vouchers and accounts, - - - - -	731 88
Total, - - - - -	\$71,731 88

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
84 bonds, \$1,000 each, dated Sept. 13, 1886...	6 per cent	Sept. 13, '89	Milwaukee, Wis...	\$21,000 00
Total funded debt.....				\$21,000 00

UNFUNDED DEBT.

For what Incurred.	Is the same to be Funded, or How Liquidated.	Amount.
For construction
For equipment.....
For real estate.....
For renewals.....
For miscellaneous.....	\$731 88
For current balances.....
Total unfunded debt.....		\$731 88

RECAPITULATION.

Total funded debt,	- - - - -	\$21,000 00
Total unfunded debt,	- - - - -	731 88
Total debt liabilities,	- - - - -	\$21,731 88
Amount of debt liabilities per mile of road,—10 miles,	-	2,173 18
Total amount of stock and debt,	- - - - -	71,731 88
Stock and debt per mile of road,	- - - - -	7,173 18

COST OF ROAD AND EQUIPMENT.

<i>Total Cost for Construction and Equipment of Road and Branches Built by Company.</i>	
Total expended for construction and equipment,	\$67,480 05
Average cost per mile of road (not including sidings) 10 miles,	6,748 00
Proportion of cost for Michigan,	67,480 05

CHARGES AND CREDITS DURING THE YEAR.

Property account credited during the year as follows (specify):		
Five miles of road torn up—charged profit and loss, -	-	\$13,476 84
Wear and tear on equipment—charged profit and loss, -	-	3,696 43
		<hr/>
Net credit to property account during the year, -	-	\$17,173 27

ANALYSIS OF EARNINGS AND EXPENSES.

EARNINGS.

From freight, - - - - -	-	\$8,869 82
		<hr/>
Total earnings, - - - - -	-	\$8,869 82
Earnings per mile of road operated,—miles, 6.50, -		
Earnings per train mile run from all trains earning revenue, -	-	1,043 51
—25,000 miles, - - - - -	-	35.48
Total earnings, - - - - -	-	8,869 82
Total taxable earnings for Michigan, - - - - -	-	8,869 82
Total income, - - - - -	-	8,869 82
Proportion for Michigan, - - - - -	-	8,869 82

EXPENSES.

	Per Cent.	Total.
Class 1. Maintenance of way and buildings, -	15 77	\$1,878 00
Class 2. Maintenance of motive power and cars, -	11 15	1,331 69
Class 3. Conducting transportation, - - - - -	71 18	8,494 27
Class 4. General expenses and taxes, - - - - -	1 90	227 40
		<hr/>
Total expenses and taxes, - - - - -	100.00	\$11,931 36
Operating expenses and taxes per mile of road operated,—miles, 10, - - - - -		
Operating expenses and taxes per train mile run for trains earning revenue,—miles, 25,000, -	47.60	\$1,193 14
Proportion of operating expenses and taxes for Michigan, - - - - -	-	11,931 36
Per cent of expenses from earnings, - - - - -	1.34	
Net deficit per mile of road, - - - - -	149 63	
Net deficit per train mile run, - - - - -	0 12.12	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
Main line, February, 1883.
Main line and the Austin Branch, September 8, 1886.

MAIN LINE.

Miles. 100ths. Miles. 100ths.

In Michigan:		
Muskegon River at Byers to section 3, Austin town-		
ship, Mecosta county, Mich.,	4 00	
Total length completed,		4 00

BRANCHES.

Austin branch and spurs from section 3, Austin town-		
ship, to section 14, Austin township,	6 00	
Total length of branches and spurs owned by Company,		6 00
Total length of road belonging to this Company,		10 00
Aggregate length of tracks belonging to this Company, computed		
as single track,		10 00
Total miles operated by the Company,		6 50
Gauge of track, 3 feet.		

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?	
None.	
What railroads cross your road either over or under your grade in this State, and where?	
Grand Rapids & Indiana R. R., at Byers Station, Mecosta Co., Mich.	
Number of crossings of highways at grade in this State,	5
Are your frogs and guard rails blocked as required by Act 174, Session Laws of 1883?	Yes.

Stations.

Number of stations on whole line,	2
Same in Michigan,	2

Employés.

Number of persons regularly employed on all roads operated by Company, including officials,	10
Same in Michigan,	10

Fencing in Michigan.

How many miles of fencing have you ?	None.
--------------------------------------	-------

REPAIRS AND RENEWALS.

Road Bed and Track.

Number of track sections	-	-	-	-	-	-	1
Average length of sections (miles),	-	-	-	-	-	-	6½
Average number of men in each section gang,	-	-	-	-	-	-	4
Number of new ties put in line during the year,	-	-	-	-	-	-	2,500
Average number of new ties per mile of road,	-	-	-	-	-	-	250
New rails put in track,	-	-	-	-	-	-	None.
Total miles of track laid with new rails,	-	-	-	-	-	-	None.

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives, all classes, exclusive of tender, - - - - -	2	\$4,375 00
Total, - - - - -	2	\$4,375 00
Number of platform cars, - - - - -	1	66 00
Number of logging cars, - - - - -	31	2,893 00
Other cars as follows:		
2 hand cars and 2 lorries, - - - - -	4	100 00
Total, - - - - -	36	\$7,434 00

Number of locomotives equipped with train-brake, - - - None.
Number of freight cars equipped with power brake, - - - None.
What kind of train-brake is in use on your road?
Russell Wheel and Arm.
Are your cars equipped with automatic couplers as required by law?
No.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

Miles run by freight trains during the year, - - -	25,000
Total mileage of trains earning revenue, - - -	25,000

Passenger Traffic.

None.

Freight Traffic.

	Numbers and Quantities.	Miles.	Rate.
Total tons of freight carried, - - -	77,611		
Total freight mileage, or tons carried one mile, - -		504,471	
Average ton haul for all freight, - - -		6.5	
Average amount received for each ton haul, - - -			\$0 11.43
Average rate per ton per mile, received for all freight, - -			01.75

Tonnage of Articles Transported—Entire Road.

	Tons.	Per Cent.
Lumber and forest products, - - - - -	77,611	100.00
Total tons carried, - - - - -	77,611	100.00

STATE OF MICHIGAN, }
COUNTY OF MECOSTA, } ss.

John McNaughton, President and Director, and Dougall W. McNaughton, Secretary and Director.. of the Mecosta Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.] Signed, JOHN McNAUGHTON.
D. W. McNAUGHTON.

Subscribed and sworn to before me this 15th day of March, A. D. 1888.
FREDERICK E. NEAHR,
Notary Public, Mecosta Co.

ANNUAL REPORT
OF THE
BUCKLEY & DOUGLAS RAILROAD COMPANY

For the Year ending December 31, 1887.

[Filed May 18, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, EDWARD BUCKLEY, Manistee, Mich.

Secretary and Treasurer, CHAS. G. WILSON, Manistee, Mich.

General Manager, EDWARD BUCKLEY, Manistee, Mich.

DIRECTORS.

CHAS. G. WILSON, Manistee, Mich.

Term expires January 1, 1890.

WM. DOUGLAS, Manistee, Mich.

Term expires January 1, 1891.

EDWARD BUCKLEY, Manistee, Mich.

Term expires January 1, 1892.

WM. J. LAW, Manistee, Mich.

Term expires January 1, 1893.

ALBERT WILSON, Manistee, Mich.

Term expires January 1, 1899.

STOCKHOLDERS, STOCK, AND GENERAL OFFICES.

When chartered or articles of association filed,—September 6, 1881.

Number of stockholders at date of last election,	-	-	-	-	-	7
--	---	---	---	---	---	---

Number of stockholders in Michigan at same date,	-	-	-	-	-	7
--	---	---	---	---	---	---

Amount of full paid stock held in Michigan at same date,	-	-	-	-	\$18,100 00
--	---	---	---	---	-------------

Date of annual meeting of stockholders,—January 1.

Fiscal year of Company ends January 1.

General offices of the Company are located at Manistee, Mich.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$17,978 33
Total expenses, including taxes, - - - - -	\$16,317 74	
Net income, - - - - -	- - - - -	\$1,660 59
Interest on funded debt, - - - - -	4,000 00	
Interest on unfunded debt, - - - - -	5,563 81	
Balance for the year, - - - - -	\$7,903 22	
Balance last year, - - - - -	53,352 72	
Balance forward to next year, - - - - -	- - - - -	61,255 94
	\$61,255 94	\$61,255 94

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$40,000 00
Par value of shares, - - - - \$100 00	
Number of shares issued, - - - - 131	
Amount paid in on common, - - - -	\$500 00
Total amount paid in, as per books of the Company, -	500 00
Paid in per mile of road owned by Com- pany,—Miles, 8, - - - -	\$62 50

GENERAL BALANCE SHEET,—DR.

Construction account, - - - -	\$27,274 57	
Equipment account, - - - -	14,174 63	
		\$41,449 20
Cash items:		
Cash, - - - -		500 00
Other assets:		
Loss and gain, - - - -		61,255 94
Total, - - - -		\$103,205 14

GENERAL BALANCE SHEET,—Cr.

Capital stock, - - - -	\$500 00
Funded debt, - - - -	40,000 00
Unfunded debt:	
Vouchers and accounts, - - - -	62,705 14
Total, - - - -	\$103,205 14

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
*Note dated September 10, 1881.....	10 per cent	Jan. 1, 1882	Manistee, Mich.	\$8,666 66
Note dated September 10, 1881.....	10 per cent	July 1, 1882	Manistee, Mich.	6,666 67
Note dated September 10, 1881.....	10 per cent	Jan. 1, 1883	Manistee, Mich.	6,666 66
Note dated September 10, 1881.....	10 per cent	July 1, 1883	Manistee, Mich.	6,666 67
Note dated September 10, 1881.....	10 per cent	Jan. 1, 1884	Manistee, Mich.	6,666 67
Note dated September 10, 1881.....	10 per cent	July 1, 1884	Manistee, Mich.	6,666 67
Total funded debt.....				\$40,000 00

* The above notes are collateral to and secured by mortgage dated September 10, 1881, interest being payable semi-annually.

UNFUNDED DEBT.

For what Incurred.	Is the same to be Funded, or How Liquidated.	Amount.
For construction.....
For equipment.....
For real estate.....
For renewals.....
For miscellaneous.....
For current balances.....
Total unfunded debt.....		\$62,705 14

RECAPITULATION.

Total funded debt,	-	-	-	-	-	-	-	\$40,000 00
Total unfunded debt,	-	-	-	-	-	-	-	62,705 14
Total debt liabilities,								\$102,705 14
Amount of debt liabilities per mile of road [8 miles],								12,838 14
Total amount of stock and debt,	-	-	-	-	-	-	-	103,205 14
Stock and debt per mile of road,	-	-	-	-	-	-	-	12,900 64

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road, and Branches Built by Company.

Total expended for construction and equipment, - - -	\$103,207 52
Average cost per mile of road (not including sidings,—8 miles), - - - - -	12,900 94
Proportion of cost for Michigan, - - - - -	103,207 52

CHARGES AND CREDITS DURING THE YEAR.

For new construction, - - - - -	\$2,770 15
For new equipment, including machinery and tools, - - -	2,815 92
Total charges, - - - - -	<u>\$5,586 07</u>

ANALYSIS OF EARNINGS AND EXPENSES.

EARNINGS.

From freight, - - - - -	\$17,978 33
Total earnings, - - - - -	<u>\$17,978 33</u>

Earnings per mile of road operated,—8 miles, - - -	2,247 29
Earnings per train mile run from all trains earning revenue (26,200 miles), - - - - -	85.77
Total earnings, - - - - -	17,978 33
Total taxable earnings in Michigan, - - - - -	17,978 33
Total income, - - - - -	17,978 33
Proportion for Michigan, - - - - -	17,978 33

EXPENSES.

	Per Cent.	Total.
Class 1. Maintenance of way and buildings, - - -	35.25	\$5,753 73
Class 2. Maintenance of motive power and cars, - - -	8.43	1,373 34
Class 3. Conducting transportation, - - - - -	54.24	8,849 85
Class 4. General expenses and taxes, - - - - -	2.08	340 82
Total expenses and taxes, - - - - -	<u>100.00</u>	<u>\$16,317 74</u>

Operating expenses and taxes per mile of road operated,—8 miles, - - - - -	\$2,039 72
Operating expenses and taxes per train mile run for trains earning revenue (miles, 26,200), - - -	77.85
Proportion of operating expenses and taxes for Michigan, - - - - -	16.317 74
Per cent of expenses from earnings, - - - - -	90.76
Net income per mile of road, - - - - -	207 57
Net income per train mile run, - - - - -	07.94

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
June 20th, 1881.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan:		
From Manistee River to terminus north, - - -	8 00	
Total length completed, - - - - -		8 00
Total length of road belonging to this Company, - - -		8 00
Aggregate length of sidings, spurs, and other tracks not above enumerated, - - - - -		1 50
Aggregate length of tracks belonging to this Company, computed as single track, - - - - -		9 50
Total miles operated by the Company, - - - - -	9 50	
Gauge of track, 3 feet.		

Stations.

Number of stations on whole line, - - - - -	1
Same in Michigan, - - - - -	1

Employees.

Number of persons regularly employed on all roads operated by Company, including officials, - - - - -	30
Same in Michigan, - - - - -	30

ROLLING STOCK.

	Number.	Present Estimated Value
Number of locomotives, all classes, exclusive of tender, - - - - -	2	\$6,100 00
Total, - - - - -	2	\$6,100 00
Number of logging cars, - - - - -	30	3,000 00
Other cars as follows:		
Hand car, - - - - -	1	25 00
Total, - - - - -	31	\$3,025 00

Are your cars equipped with automatic couplers as required by law?
None purchased.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

Miles run by passenger trains during the year,	-	-	-	26,200
Total mileage of trains earning revenue,	-	-	-	26,200

Freight Traffic.

Total tons of freight carried,	-	-	-	60,355
Total freight mileage, or tons carried one mile,	-	-	-	482,840
Average ton haul for all freight,	-	-	-	8
Average amount received for each ton haul,	-	-	-	\$0 29.79
Average rate per ton per mile, received for all freight,	-	-	-	03.72

Tonnage of Articles Transported.—Entire Road.

						Tons.	Per Cent
Lumber and forest products,	-	-	-	-	-	60,355	100.00
						<hr/>	<hr/>
Total tons carried,	-	-	-	-	-	60,355	100.00

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

None.

STATE OF MICHIGAN, }
COUNTY OF MANISTEE, } ss.

Edward Buckley, President and Director, and Chas. G. Wilson, Secretary and Director, of the Buckley & Douglas Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of their knowledge and belief.

[L. S. OF R. R.]

Signed,

**EDWARD BUCKLEY,
CHAS. G. WILSON.**

Subscribed and sworn to before me this 15th day of May, A. D. 1888.

C. A. PALMER,

Notary Public.

ANNUAL REPORT

OF THE

PARIS & PERE MARQUETTE RIVER RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed May 16, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President, JOHN W. MOON, Muskegon, Mich.*Secretary*, GEORGE W. CROSBY, Greenville, Mich.*Treasurer*, C. JESSIE CHURCH, Greenville, Mich.*Gen. Manager or Superintendent*, RICHARD BYRRON, Grand Rapids, Mich.*Gen. Pass. and Freight Agent*, L. F. JUDKINS, Upper Paris, Mich.

DIRECTORS.

LUKE PALMER, Grand Rapids, Mich.

G. W. CROSBY, Greenville, Mich.

J. J. NICHOLS, Greenville, Mich.

C. J. CHURCH, Greenville, Mich.

J. W. MOON, Muskegon, Mich.

A. V. MANN, Muskegon, Mich.

Term expires when successor is elected.

STOCKHOLDERS, STOCK, AND GENERAL OFFICES.

When chartered or articles of association filed,—July 20, 1882.

Number of stockholders at date of last election, - - - - - 6

Number of stockholders in Michigan at same date, - - - - - 6

Amount of full paid stock held in Michigan at same date, - - - \$48,000 00

Date of annual meeting of stockholders,—Not designated, subject to call.

Fiscal year of Company ends December 31.

General offices of the Company are located at Paris and Greenville, Mich.

REMARKS.

This Company was organized and built the railroad for the purpose of log hauling, lumber and freight.

The stock is owned and controlled by the stockholders mentioned, and the time of duration will depend upon the quantity of timber in the country where the road is built.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$22,652 70
Total expenses, including taxes, - - - - -	\$13,845 44	
Net income, - - - - -	- - - - -	\$8,807 26
Balance for the year, - - - - -	- - - - -	8,807 26
Balance last year, - - - - -	- - - - -	32,603 71
Items not included in above, as follows, - - - - -	- - - - -	10,246 95
Balance forward to next year, - - - - -	51,657 92	
	<u>\$51,657 92</u>	<u>\$51,657 92</u>

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$48,000 00
Par value of shares, - - - - \$100 00	
Amount paid in on common, - - - -	<u>\$48,000 00</u>
Total amount paid in, as per books of the Company, -	48,000 00
Paid in per mile of road owned by Company,	
—miles, 16, - - - -	\$3,000 00

GENERAL BALANCE SHEET,—DR.

Construction account, - - - - -	\$65,612 28
Equipment account, - - - - -	33,828 62
Cash items:	
Cash, - - - - -	10,246 95
Other assets:	
Debit balances from companies and individuals, - - - - -	<u>32,603 71</u>
Total, - - - - -	\$142,291 56

GENERAL BALANCE SHEET,—Cr.

Capital stock,	-	-	-	-	-	-	-	-	\$48,000 00
Unfunded debt:									
Interest unpaid,	-	-	-	-	-	-	-	-	42,633 64
Dividends unpaid,	-	-	-	-	-	-	-	-	
Notes payable,	-	-	-	-	-	-	-	-	
Vouchers and accounts,	-	-	-	-	-	-	-	-	
Other liabilities,	-	-	-	-	-	-	-	-	51,657 92
Profit and loss, or income accounts,	-	-	-	-	-	-	-	-	
Total,	-	-	-	-	-	-	-	-	\$142,291 56

ANALYSIS OF DEBT ACCOUNTS.

UNFUNDED DEBT.

For what Incurred.	Is the Same to be Funded, or How Liquidated.	Amount.
For construction.....	\$42,633 64
For equipment.....	
For real estate.....	
For renewals.....	
For miscellaneous.....	
For current balances.....	
Total.....	\$42,633 64

RECAPITULATION.

Total unfunded debt,	-	-	-	-	-	-	-	\$42,633 64
Total debt liabilities,	-	-	-	-	-	-	-	\$42,633 64
Amount of debt liabilities per mile of road [16 miles],	-	-	-	-	-	-	-	2,664 60
Total amount of stock and debt,	-	-	-	-	-	-	-	90,633 64
Stock and debt per mile of road,	-	-	-	-	-	-	-	5,664 60

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment,	-	-	\$99,440 90
Average cost per mile of road (not including sidings), 16 miles,	-	-	5,664 60
Proportion of cost for Michigan,	-	-	99,440 90

CHARGES AND CREDITS DURING THE YEAR.

For new equipment, including machinery and tools, - -	\$33 25
Total charges, - - - - -	<u>\$33 25</u>

ANALYSIS OF EARNINGS AND EXPENSES.

EARNINGS.

From passengers, - - - - -	\$197 46
From freight, - - - - -	22,455 24
Total earnings, - - - - -	<u>\$22,652 70</u>
Earnings per mile of road operated (miles, 16), - - -	1,415 80
Earnings per train mile run from all trains earning revenue, — miles, - - - - -	No account.
Total earnings, - - - - -	22,652 70
Total taxable earnings in Michigan, - - - - -	22,652 70
Total income, - - - - -	22,552 70
Proportion for Michigan, - - - - -	22,682 70

EXPENSES.

	Per Cent.	Total.
Class 1. Maintenance of way and buildings, -	29.42	\$4,073 48
Class 2. Maintenance of motive power and cars, -	14.82	2,051 09
Class 3. Conducting transportation, - - -	43.92	6,080 74
Class 4. General expenses and taxes, - - -	11.84	1,640 13
Total expenses and taxes, - - - - -	<u>100.00</u>	<u>\$13,845 44</u>

Operating expenses and taxes per mile of road operated,— miles, 16, - - - - -	865 34
Proportion of operating expenses and taxes for Michigan, -	13,845 44
Per cent of expenses from earnings, - 61.12	
Net income per mile of road, - - - - -	\$550 46

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:

July 19, 1884.

MAIN LINE.

Miles. 100ths. Miles. 100ths.

In Michigan:

From section 1, T. 17 N., R. 11 W., to Upper Paris, Mich.,	- - - - -	16 00	
Total length completed,	- - - - -		16 00
Total length of road belonging to this Company,	- - - - -		16 00
Aggregate length of tracks belonging to this Company, computed as single track,	- - - - -		16 00
Total miles operated by the Company,	- - - - -		16 00
Gauge of track, 3 feet, 1 inch.			

Number of Bridges and Trestles in Michigan.

Wooden trestles, number of,	- 1;	aggregate length, feet,	133
Total,	- 1;		133

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?

G. R. & I. R. R., at Upper Paris, Mich.

What railroads cross your road either over or under your grade in this State, and where?

None.

Number of crossings of highways at grade in this State, 12

Are your frogs and guard rails blocked as required by Act 174,
Session Laws, 1883?

Mostly.

Stations.

Number of stations on whole line,	- - - - -	2
Same in Michigan,	- - - - -	2

Employés.

Number of persons regularly employed on all roads operated by Company, including officials,	- - - - -	15
Same in Michigan,	- - - - -	15

Fencing in Michigan.

How many miles of fencing have you?	- - - - -	6
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed,	- - - - -	14
Total miles,	- - - - -	20

REPAIRS AND RENEWALS.

Road Bed and Track.

Number of track sections, - - - - -	1
Average length of sections (miles), - - - - -	16
Average number of men in each section gang, - - - - -	6
Number of new ties put in line during the year, - - - - -	1,800
Average number of new ties per mile of road, - - - - -	112½
New rails put in track:	
None.	

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives, all classes, exclusive of tender, - - - - -	3	\$11,000 00
Total, - - - - -	3	\$11,000 00
Number of platform cars, - - - - -	1	
Number of coal cars, - - - - -	2	
Number of logging cars, - - - - -	42	
Other cars as follows, - - - - -	20	9,650 00
Total, - - - - -	65	\$20,650 00
Number of locomotives equipped with train brake,	None.	
Number of freight cars equipped with power brake,	None.	
What kind of train brake is in use on your road?		
Russell hand brake.		
Number of passenger cars with Miller, or other approved, platform and buffer (state pattern), - - - - -		None.
Are your cars equipped with automatic couplers, as required by law?		
No.		

MILEAGE, TRAFFIC ETC.

TRAIN MILEAGE.

Miles run by freight trains during the year, estimated, - - - - -	32,181
Total mileage of trains earning revenue, - - - - -	32,181

Telephone.

Number of miles of telephone on your road, and to whom does it belong?	
Twelve miles. Belongs to Central Station at Big Rapids, Mich.	

STATE OF MICHIGAN, }
COUNTY OF LAKE, } ss.

Richard Byrron, General Manager of the Paris & Pere Marquette River Railroad Company, being duly sworn deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of his knowledge and belief.

[L. S. OF R. R.]

Signed,

RICHARD BYRRON,
General Manager.

Subscribed and sworn to before me this 18th day of January, A. D. 1888.

WILSON CONE,
Justice of the Peace.

ANNUAL REPORT
OF THE
BEAR LAKE & EASTERN RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed June 7, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President and Gen. Manager, GEO. W. HOPKINS, Bear Lake, Mich.

Secretary, DAVID H. HOPKINS, Bear Lake, Mich.

Treasurer, ELLA HOPKINS, Bear Lake, Mich.

General Freight Agent, J. W. HILLS, Bear Lake, Mich.

DIRECTORS.

GEO. W. HOPKINS, Bear Lake, Mich.

DAVID H. HOPKINS, Bear Lake, Mich.

M. J. HOPKINS, Bear Lake, Mich.

E. HOPKINS, Bear Lake, Mich.

M. E. COLLINS, Bear Lake, Mich.

M. M. HOPKINS, Bear Lake, Mich.

M. L. LOAR, Bear Lake, Mich.

'Term expires January 1, 1890.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed, —January 24, 1882.

Number of stockholders at date of last election, - - - - -

Number of stockholders in Michigan at same date, - - - - -

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1887.]

BEAR LAKE & EASTERN RAILROAD CO.

621

Amount of part paid stock held in Michigan at same date, - - - \$100,000 00

Date of annual meeting of stockholders,—First Monday in February.

Fiscal year of Company ends December 31.

General offices of the Company are located at Bear Lake, Manistee Co., Mich.

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$20,123 20
Total expenses, including taxes, - - - - -	\$11,644 04	
Net income, - - - - -	- - - - -	\$8,479 16
Interest on funded debt, - - - - -	\$1,080 00	
Interest on unfunded debt, - - - - -	375 87	
Balance applicable to dividends, - - - - -	- - - - -	\$7,023 29
Dividends declared (— per cent), - - - - -	8,000 00	
Balance for the year, - - - - -	\$976 71	
Balance last year, - - - - -	- - - - -	331 12
Balance forward to next year, - - - - -	- - - - -	645 59
	\$976 71	\$976 71

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$250,000 00
Par value of shares, - - - - - \$100 00	
No. of shares issued, - - - - - 1,023	
Amount paid in on common, - - - - -	\$102,312 00
Total amount paid in as per books of the Company, -	102,312 00
Paid in per mile of road owned by Company,	
—miles, 18, - - - - -	\$5,684 00

GENERAL BALANCE SHEET—Dr.

Construction account, - - - - -	\$91,034 05	
Equipment account, - - - - -	30,215 72	
		\$121,249 77

Cash items:

Cash,	-	-	-	-	-	-	-	-	\$200 00
Balance to new account,	-	-	-	-	-	-	-	-	645 59
Total,	-	-	-	-	-	-	-	-	\$122,095 36

GENERAL BALANCE SHEET—CR.

Capital stock,	-	-	-	-	-	-	-	-	\$102,312 00
Funded debt,	-	-	-	-	-	-	-	-	16,000 00
Unfunded debt:									
Interest unpaid,	-	-	-	-	-			\$83 36	
Dividends unpaid,	-	-	-	-	-			200 00	
Notes payable,	-	-	-	-	-			3,500 00	
									3,783 36
Total,	-	-	-	-	-	-	-	-	\$122,095 36

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
May 30, 1883	8 per cent	June 1, 1887..	Grand Rapids...	\$5,000 00
May 30, 1883.....	8 per cent	June 1, 1888..	Grand Rapids...	5,000 00
August 15, 1885.....	8 per cent	Sept. 1, 1890..	Grand Rapids...	6,000 00
Total funded debt				\$16,000 00

UNFUNDED DEBT.

For what Incurred.	Is the Same to be Funded, or how Liquidated.	Amount.
For construction	}	\$3,500 00
For equipment.....		
For real estate.....		
For renewals.....		
For miscellaneous		283 36
For current balances.....		
Total unfunded debt.....		\$3,783 36

RECAPITULATION.

Total funded debt, - - - - -	\$16,000 00
Total unfunded debt, - - - - -	3,783 36
Total debt liabilities, - - - - -	<u>\$19,783 36</u>
Amount of debt liabilities per mile of road (18 miles), -	1,099 07
Total amount of stock and debt, - - - - -	121,249 77
Stock and debt per mile of road, - - - - -	6,783 07

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment, - - -	\$121,249 77
Average cost per mile of road (not including sidings),—18 miles, - - - - -	6,736 09
Proportion of cost for Michigan, - - - - -	121,249 77

CHARGES AND CREDITS DURING THE YEAR.

For new construction, - - - - -	\$6,283 19
For new equipment, including machinery and tools, - - -	7,658 61
Total charges, - - - - -	<u>\$13,941 70</u>

Property sold and credited during the year as follows (specify) :

Two sets car wheels, - - - - -	\$350 00
Received for allowance building spurs, - - - - -	2,145 47
	<u>2,495 47</u>

Net addition to property account during the year, - - -	<u>\$11,446 23</u>
---	--------------------

ANALYSIS OF EARNINGS AND EXPENSES.

EARNINGS.

From passengers, - - - - -	\$404 10
From freight, - - - - -	19,719 10
Total earnings, - - - - -	<u>\$20,123 20</u>
Earnings per mile of road operated,—miles, 18, - - -	1,112 28
Earnings per train mile run from all trains earning revenue,—7,195 miles, - - - - -	2 79
Receipts other than for transportation, - - - - -	2,495 47
Total earnings, - - - - -	22,618 67

Total taxable earnings in Michigan,	-	-	-	-	-	-	-	-	\$22,618 67
Total income,	-	-	-	-	-	-	-	-	22,618 67
Proportion for Michigan,	-	-	-	-	-	-	-	-	22,618 67

EXPENSES.

	Per Cent.	Total.
Class 1. Maintenance of way and buildings,	8.69	\$1,011 37
Class 2. Maintenance of motive power and cars,	28.10	3,272 13
Class 3. Conducting transportation,	54.35	6,328 87
Class 4. General expenses and taxes,	8.86	1,031 67
Total expenses and taxes,	100.00	\$11,644 04

Operating expenses and taxes per mile of road operated,—miles, 18,	\$646 89
Operating expenses and taxes per train mile run for trains earning revenue,—7,195 miles,	1 61
Proportion of operating expenses and taxes for Michigan,	11,744 04
Per cent of expenses from earnings,	55
Net income per mile of road,	470 95
Net income per train mile run,	1 17

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
November 1, 1887.

MAIN LINE.

	Miles. 100ths.	Miles. 100ths.
In Michigan,	17 00	
Total length completed,		17 00
Total length of branches owned by Company,		1 00
Total length of road belonging to this Company,		18 00
Aggregate length of tracks belonging to this Company, computed as single track,		18 00
Total miles operated by the Company,		18 00
Gauge of track, 3 feet.		

Number of Bridges and Trestles in Michigan.

Wooden bridges, number of,	3 ; aggregate length, feet,	96
Wooden trestles, number of,	2 ; aggregate length, feet,	700
Total,	5 ; aggregate length, feet,	796

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality?

None.

Number of crossings of highways at grade in this State, -	13
Number of crossings of highways at grade in this State, at which there are gates or flagmen, - - - - -	None.
Number of crossings of highways over or under railroad (over, —; under, 1), - - - - -	1
Are your frogs and guard rails blocked as required by Act 174, Session Laws 1883? - - - - -	Yes.

Stations.

Number of stations on whole line, - - - - -	5
Same in Michigan, - - - - -	5

Employés.

Number of persons regularly employed on all roads operated by Company, including officials, - - - - -	15
Same in Michigan, - - - - -	15

Fencing in Michigan.

How many miles of fencing have you? - - - - -	9
Give the number of miles required to complete fence both sides of your track, in Michigan, and the counties in which needed, - - - - -	25
Total, - - - - -	<hr/> 25

REPAIRS AND RENEWALS.

Road Bed and Track.

Number of track sections, - - - - -	1
Average length of sections,—miles, - - - - -	17
Average number of men in each section gang, - - - - -	5
Number of new ties put in line during the year, - - - - -	4,000
Average number of new ties per mile of road, - - - - -	3,300
New rails put in track :	
Steel [tons, 62] miles, - - - - -	1½
Total miles of track laid with new rails, - - - - -	1½

Bridges and Culverts.

Timber culverts replaced during the year,	-	-	-	-	1
With timber,—number,	-	-	-	-	1
New bridges built during the year,—number,	-	-	-	-	1

Location.	Kind.	Material.	Month Built.	Feet in length.
Bear Creek.....	Wood	Wood	April.....	48
Total.....				48

ROLLING STOCK.

	Number.	Present Estimated value
Number of locomotives, all classes, exclusive of tender, - - - - -	3	\$9,500 00
Total, - - - - -	3	\$9,500 00
Number of passenger cars, - - - - -	1	1,000 00
Number of platform cars, - - - - -	53	16,565 72
Number of logging cars, - - - - -	14	3,500 00
Total, - - - - -	71	\$30,565 72
Number of locomotives equipped with train-brake, 1		
What kind of train-brake is in use on your road? Hand wheel.		
Are your cars equipped with automatic couplers as required by laws? Yes.		
What pattern or patterns have you adopted for use? Butterworth and Lowe.		

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

Miles run by freight trains during the year,	-	-	-	7,195
Total mileage of trains earning revenue,	-	-	-	7,195

Passenger Traffic.

No report.

Freight Traffic.

No report.

Tonnage of Articles Transported—Entire Road.

No report.

Telegraph.

Number of miles of telegraph on your road, and to whom does it belong?

Six miles. Poles belong to B., L. & E. R. R., and wires to Western Union Telegraph Company.

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

INJURED.

November 5. August Hanson, brakeman, East Division, on grade, slipped while coupling cars and fell alongside track and struck with corner of platform of car; rib broken and bruised.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accident.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions.....						
Coupling cars.....					1	
Derailments.....						
Falling from trains.....						
Frogs.....						
Getting on and off trains.....						
Highway crossings.....						
Miscellaneous.....						
Overhead obstructions.....						
Trespassers on trains.....						
Trespassers on tracks.....						
Total.....					1	

SUMMARY OF ACCIDENTS.

Number of persons killed during the year,	-	-	-	-	—
Number of persons injured during the year,	.	-	.	-	1
Number of casualties purely accidental,	-	-	-	-	—
Number resulting from lack of caution, carelessness, or misconduct,	-	-	-	-	1
Persons killed or injured while intoxicated,	-	-	-	-	—
Trespassers and tramps killed or injured,	-	-	-	-	—
Suicides,	-	-	-	-	—

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employés.	Killed.	Injured.	Total.
Baggagemen.....			
Brakemen.....		1	1
Conductors.....			
Engineers.....			
Firemen.....			
Laborers.....			
Shopmen.....			
Yardmen.....			
Not classified above.....			
Total.....		1	1

STATE OF MICHIGAN, }
COUNTY OF MANISTEE, } ss.

Geo. W. Hopkins, President of the Bear Lake & Eastern Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of his knowledge and belief.

[L. S. OF R. R.] Signed, GEO. W. HOPKINS, *President.*
DAVID H. HOPKINS, *Secretary.*

Subscribed and sworn to before me this 18th day of January, A. D. 1888.
[L. S.] V. COTCHETT,
Notary Public.

ANNUAL REPORT

OF THE

COLFAX & BIG RAPIDS RAILROAD COMPANY,

For the Year ending December 31, 1887.

[Filed June 9, 1888.]

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President and General Manager, JAMES M. DARRAH, Big Rapids.
Secretary, M. E. DARRAH, Big Rapids.

DIRECTORS.

JAMES M. DARRAH.
GEO. SELLINGER.
WILSON E. DARRAH.
CHAS. M. DARRAH.
M. E. DARRAH.

STOCKHOLDERS, STOCK AND GENERAL OFFICES.

When chartered or articles of association filed,	-	-	-	-	-	----
Number of stockholders at date of last election,	-	-	-	-	-	7
Number of stockholders in Michigan at same date,	-	-	-	-	-	7
Amount of full paid stock held in Michigan at same date,	-	-	-	-	-	----
Date of annual meeting of stockholders,	-	-	-	-	-	----
Fiscal year of Company ends,	-	-	-	-	-	----
General offices of the Company are located at—	-	-	-	-	-	----

GENERAL EXHIBIT.

	DEBIT.	CREDIT.
Total income, - - - - -	- - - - -	\$7,383 35
Total expenses, including taxes, . - - - -	\$7,059 38	
Net income, - - - - -	- - - - -	\$323 95
Interest on funded debt, - - - - -	421 47	
Balance for the year, - - - - -	\$97 52	
Balance forward to next year, - - - - -	- - - - -	97 52
	\$97 52	\$97 52

ANALYSIS OF CAPITAL STOCK.

Amount authorized by charter or articles of association, -	\$40,000 00
Par value of shares, - - - - \$100 00	
No. of shares issued, - - - - 276	
Amount paid in on common, - - - - \$27,602 76	
Total amount paid in, as per books of the Company, -	27,602 76
Paid in per mile of road owned by Company,—	
miles, 10, - - - - -	\$2,760 27

ANALYSIS OF DEBT ACCOUNTS.

FUNDED DEBT.

Class, Character, and Date of Issue.	Rate of Interest.	When Due.	Where Payable.	Amount Outstanding.
Twenty bonds of five hundred dollars each, { dated February 12th, 1887.....}	6 per cent..	Jan. 1, 1890	{Milwaukee, Wisconsin.	\$10,000 00
Total funded debt.....				\$10,000 00

UNFUNDED DEBT.

None.

RECAPITULATION.

Total funded debt, - - - - -	\$10,000 00
Total debt liabilities, - - - - -	\$10,000 00
Amount of debt liabilities per mile of road,—10 miles, -	1,000 00
Total amount of stock and debt, - - - - -	27,602 76
Stock and debt per mile of road, - - - - -	2,760 27

GENERAL BALANCE SHEET—Dr.

Construction account, - - - - -	}	\$27,602 76
Equipment account, - - - - -		
Cash items:		
Cash, - - - - -		97 52
Total, - - - - -		\$27,699 52

GENERAL BALANCE SHEET—Cr.

Capital stock, - - - - -	\$17,602 76
Funded debt, - - - - -	10,000 00
Profit and loss or income accounts, - - - - -	97 52
Total, - - - - -	\$27,699 52

COST OF ROAD AND EQUIPMENT.

Total Cost for Construction and Equipment of Road and Branches Built by Company.

Total expended for construction and equipment, - -	\$27,602 76
Average cost per mile of road (including sidings).—10 miles, -	2,760 27
Proportion of cost for Michigan, - - - - -	27,602 76

ANALYSIS OF EARNINGS.

FREIGHT EARNINGS.

Main line and branches:

Local traffic, - - - - -	\$7,383 33
Total traffic, - - - - -	\$7,383 33
Total freight earnings, - - - - -	\$7,383 33

Proportion for Michigan,	-	-	-	\$7,383 33	
Per mile of road,	-	-	-	738 33	
					<hr/>
Total transportation earnings,	-	-	-	-	\$7,383 33
Transportation earnings per mile of road,				\$738 33	
Total earnings from operation of road,	-	-	-	-	\$7,383 33
Total earnings per mile of road,	-	-	-	738 33	
Proportion of taxable earnings for Michigan,				7,383 33	
Total taxable earnings per mile of road in Michigan,	-	-	-	738 33	
					<hr/>
Total income from all sources,	-	-	-	-	\$7,383 33
Proportion of income for Michigan,	-	-	-	-	7,383 33

ANALYSIS OF EXPENSES.

Maintenance of way and buildings,	-	-	-	-	} 7,059 38
Maintenance of motive power and cars,	-	-	-	-	
Conducting transportation,	-	-	-	-	
General expenses, including taxes,	-	-	-	-	
					<hr/>
Total operating expenses and taxes,	-	-	-	-	\$7,059 38
Operating expenses and taxes per mile of road,	-			\$705 93	
Proportion of operating expenses and taxes for Michigan,	-	-	-	7,059 38	
					<hr/>
Total proportion of expenses for Michigan,	-	-	-	-	\$7,059 38
Percentage of expenses to earnings,	-			95.62	
Net earnings per mile of road,	-	-	-	\$32 40	

DESCRIPTION OF ROAD.

Date when the road was opened for use between its present termini:
From Big Rapids to section 3, Colfax township, March 1st, 1887.

MAIN LINE.

Miles. 100ths. Miles. 100ths.

In Michigan :

From Big Rapids to section 3, Colfax township, - 6 00

Total length completed, - - - - - 6 00

Total length of branches owned by Company, - - - 4 00

Total length of branches owned by Company in Michi-
gan, - - - - - 4 00

Total length of road belonging to this Company, - - - 10 00

Total length of road belonging to this Company in Michi-
gan, - - - - - 10 00

Gauge of track, 3 feet 1 inch.

Number of Bridges and Trestles in Michigan.

Wooden trestles, number of, - 3; aggregate length, feet, 500

Total, - - - - - 3; 500

Draw Bridges in Michigan.

How many on your line? - - - - - None.

Crossings—Railroad and Highway.

What railroads cross your road at grade in this State, and at what locality ?

Grand Rapids & Indiana R. R., near Big Rapids.

Detroit, Lansing & Northern R. R., near Big Rapids.

What railroads cross your road either over or under your grade in this State,
and where?

None.

Number of crossings of highways at grade in this State, - 5

Are your frogs and guard rails blocked as required by Act 174,
Session Laws 1883? - - - - - Yes.

Stations.

Number of stations on whole line, - - - - - 2

Same in Michigan, - - - - - 2

Employés.

Number of persons regularly employed on all roads operated }
by Company, including officials, - - - - - } No report.
Same in Michigan, - - - - - }

REPAIRS AND RENEWALS.

Road Bed and Track.

Number of track sections in Michigan,	-	-	-	-	1
Average length of sections (miles),	-	-	-	-	6
Average number of men in each section gang,	-	-	-	-	4
Number of new ties put in whole line during the year,	-	-	-	-	18,000
Number of new ties put in track in Michigan,	-	-	-	-	3,000

ROLLING STOCK.

	Number.	Present Estimated Value.
Number of locomotives of 8 to 11 tons weight, exclusive of tender,	2	\$3,200 00
Total,	2	\$3,200 00
Other cars as follows:		
Logging cars,	25	1,500 00
Total,	25	\$4,700 00

What patterns of power brakes have you in use, and number of locomotives and cars with each?
We use the Russell wheel and arm brake on our logging cars.
Are your freight cars being equipped with automatic couplers as required by Act No. 147, Session Laws of 1885?
No.

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

No report.

Tonnage of Articles Transported.—Entire Road,

	Tons.	Per Cent.
Lumber and forest products,	44,300	100.00
Total tons carried,	44,300	100.00

REPORT OF ACCIDENTS FOR MICHIGAN DURING THE YEAR 1887.

INJURED.

September 15. Henry Richard, Mud Lake, fell from train; carelessness.

TABULAR STATEMENT OF ACCIDENTS IN MICHIGAN.

Causes of Accident.	Killed.			Injured.		
	Passengers.	Employés.	Others.	Passengers.	Employés.	Others.
Collisions						
Coupling cars						
Derailments					1	
Falling from trains						
Frogs						
Getting on and off trains						
Highway crossings						
Miscellaneous						
Overhead obstructions						
Trespassers on trains						
Trespassers on tracks						
Total					1	

SUMMARY OF ACCIDENTS IN MICHIGAN.

Number of persons killed during the year, -	-	-	-	—
Number of persons injured during the year, -	-	-	-	1
Number of casualties purely accidental, -	-	-	-	—
Number resulting from lack of caution, carelessness, or misconduct, -	-	-	-	1
Persons killed or injured while intoxicated, -	-	-	-	—
Trespassers and tramps killed or injured, -	-	-	-	—
Suicides, -	-	-	-	—

CLASSIFICATION OF EMPLOYÉS.

KILLED OR INJURED IN MICHIGAN.

Employés.	Killed.	Injured.	Total.
Baggagemen			
Brakemen		1	1
Conductors.....			
Engineers.....			
Firemen			
Laborers.....			
Shopmen			
Yardmen			
Not classified above.....			
Total.....		1	1

STATE OF MICHIGAN, }
COUNTY OF MECOSTA, } ss.

James M. Darrah, President of the Colfax & Big Rapids Railroad Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full, and correct statement of the condition and affairs of said Company, on the thirty-first day of December, A. D. 1887, to the best of his knowledge and belief.

[L. S. OF R. R.]

Signed,

JAMES M. DARRAH,
President.

Subscribed and sworn to before me this 31st day of May, A. D. 1888.

WILSON D. OSBURN,
Notary Public.

TABLES

ACCOMPANYING THE SIXTEENTH ANNUAL REPORT OF THE
COMMISSIONER OF RAILROADS.

STATE OF MICHIGAN, 1888.

- | | |
|--|--|
| 1. GENERAL EXHIBIT.—REVENUE AND DISBURSEMENTS. | 11. TRAIN MILEAGE AND TRAFFIC. |
| 2. STATEMENT OF BALANCES. | 12. TONNAGE AND COMMODITIES MOVED. |
| 3. CAPITAL STOCK. | 13. EQUIPMENT. |
| 4. INDEBTEDNESS. | 14. STATIONS AND EMPLOYERS. |
| 5. COST. | 15. PERMANENT WAY. |
| 6. TRACK MILEAGE. | 16. ACCIDENTS. |
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| 8. GROSS INCOME. | 18. COMPARATIVE SUMMARY FROM RETURNS OF 1886 AND 1887. |
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MICHIGAN RAILROAD RETURNS.

1.—GENERAL EXHIBIT—REVENUE AND DISBURSEMENTS.

[illegible]

* Sinking funds. * Includes am't to C. S. R'y for its proportion of net earnings. * Includes dividend on guaranteed stock. * Loss \$27,336.84 received on account of interest on advances. * Bonds redeemed

TABULAR STATEMENT.

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REVENUE AND DISBURSEMENTS.—CONTINUED.

Year's Business.		Payable from Income.				Line No.
Deficit.	Interest on the Funded Debt.	Interest on the Floating Debt.	Rentals.	Dividends.	Total.	
\$7,885 49	\$177,870 00				\$177,870 00	1
	• 109,500 00				109,500 00	2
	788,788 40	\$28,857 71	\$195,638 05		963,234 16	3
	5,230,793 21	• 58,000 00		\$3,444,504 00	8,738,297 21	4
	232,253 38			158,755 00	386,008 38	5
		40,698 76			40,698 76	6
	138,450 01			66,800 00	206,250 01	7
	319,800 00	32,233 84	6,922 28	45,000 00	d 403,455 62	8
	289,650 00	4,046 60		230,465 00	504,161 60	9
	• 487,877 01				487,877 01	10
	384,057 83			422,500 00	766,557 83	11
						12
	744,100 00	16,500 00	5,500 00		766,100 00	13
	• 8,329,490 00		449,813 45	1,978,860 00	5,757,463 45	14
						15
						16
		454 41			454 41	17
	39,793 93				39,793 93	18
		1,562 19			1,562 19	19
	72,855 17				72,855 17	20
	1,080,800 00		h 1,995,999 58	749,528 16	3,826,327 74	21
						22
						23
						24
						25
						26
						27
						28
						29
						30
						31
						32
						33
						34
						35
						36
						37
						38
						39
						40
	517,687 08	• 155,000 00	31,307 49	430,000 00	1,133,994 52	41
	200,100 00		20,661 57		220,761 57	42
	35,544 00			30,000 00	65,544 00	43
						44
904 83						45
	90,000 00				90,000 00	46
	130,472 00	20,532 69			151,004 69	47
	11,400 00	21,591 59			32,991 59	48
	35,680 00				35,680 00	49
	184,800 00				184,800 00	50
						51
	153,150 00		118,857 99		272,007 99	52
						53
						54
						55
\$3,289 82	\$14,613,861 42	\$379,475 29	\$2,824,200 41	\$7,551,212 16	\$25,368,749 28	
						1
	\$1,080 00	\$375 87			\$1,455 87	2
	4,000 00	5,563 81			9,563 81	3
	421 47				421 47	4
						5
	15,000 00	650 44			15,650 44	6
						7
\$3,417 25						8
						9
		6,929 12	\$2,000 00		8,929 12	10
8,061 54	1,752 10				1,752 10	11
						12
						13
\$6,478 79	\$22,253 57	\$13,519 24	\$2,000 00		\$37,772 81	
\$14,768 61	\$14,636,114 99	\$392,994 53	\$2,826,000 41	\$7,551,212 16	\$25,406,522 09	

¹ For 1½ months only. ² Included with G. R. & I. R. R. ³ For 10 months only, Michigan Division.

MICHIGAN RAILROAD RETURNS.

2.—GENERAL EXHIBIT.—STATEMENT OF BALANCES.

Line No.	Railroads.	Current Balances, 1897.	
		Debit.	Credit.
1	Bay View, Little Traverse & Mackinac.....		
2	Chicago & Canada Southern.....	\$185,865 49	
3	Chicago, Detroit & O. G. T. Junction.....	82,232 08	
4	Chicago & Grand Trunk.....		\$77 28
5	Chicago & Northwestern.....		2,397,161 42
6	Chicago & West Michigan.....	85,614 92	
7	Cincinnati, Jackson & Mackinaw.....		21,953 13
8	Cincinnati, Wabash & Michigan.....		64,254 17
9	Detroit, Bay City & Alpena.....		179 88
10	Detroit, Grand Haven & Milwaukee.....		74 38
11	Detroit, Lansing & Northern.....	53,118 16	
12	Saginaw & Western.....		
13	Duluth, South Shore & Atlantic.....		134,986 76
14	Flint & Pere Marquette.....		5,980 51
15	Manistee.....		
16	Saginaw & Clara County.....		
17	St. Ignace.....		
18	Grand Haven & Alpena.....		108,254 97
19	Lake Michigan Southern System.....		1,922,701 53
20	Detroit & Southwestern.....		
21	Detroit & Toledo.....		
22	Flint & Jackson.....		
23	Kalamazoo & Grand Rapids.....		
24	Kalamazoo & Pigeon.....		
25	Niles & Michigan.....		
26	Marquette & Ontonagon.....	22,916 82	
27	Marquette & Western.....	22,913 75	
28	Mason & Oceana.....		6,081 08
29	Michigan Air Line Railway.....	39,034 47	
30	Michigan Central System.....		452,915 95
31	Canada Southern Bridge.....		
32	Detroit & Bay City.....		
33	Grand River Valley.....		
34	Jackson, Lansing & Saginaw.....		
35	Kalamazoo & South Haven.....		
36	Michigan Air Line Railroad.....		
37	Michigan, Midland & Canada.....		
38	Saginaw Bay & Northwestern.....		
39	Toledo, Canada Southern & Detroit.....		
40	Milwaukee, Lake Shore & Western.....		106,328 88
41	Milwaukee & Northern.....		134,922 48
42	Mineral Range.....		23,116 78
43	Muskegon, Grand Rapids & Indiana.....		
44	Ontonagon & Brule River.....	904 88	
45	Pontiac, Oxford & Port Austin.....	57,673 77	
46	Port Huron & Northwestern.....	36,697 17	
47	Saginaw Tuscola & Huron.....	12,214 44	
48	Saginaw Valley & St. Louis.....	12,451 92	
49	Saginaw & Grand Rapids.....		
50	Toledo, Ann Arbor & North Michigan.....		8,347 08
51	Toledo & South Haven.....		9,207 82
52	Traverse City.....		
53	Wabash.....	49,231 28	
54	Commercial roads.....	\$615,349 82	\$5,425,404 84
ORE AND FOREST ROADS.			
1	Allegan & Lake Shore.....		
2	Bear Lake & Eastern.....	9976 71	
3	Buckley & Douglas.....	7,308 22	
4	Colfax & Big Rapids.....	97 52	
5	Crawford & Manistee River.....		26,111 41
6	Grass Lake & Manistee River.....		12,966 23
7	Hancock & Calumet.....		
8	Hecle & Torch Lake.....		
9	Hobart & Manistee River.....	8,417 25	
10	Lake County.....		8,019 37
11	Manistee & Luther.....		34,244 82
12	Mecosta.....	4,813 64	
13	Paris & Pere Marquette River.....		8,807 25
	Ore and forest roads.....	\$17,306 34	\$55,148 89
	Total for all roads.....	\$632,656 16	\$5,500,553 73

* Road sold by foreclosure. Interest account written off.

TABULAR STATEMENT.

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STATEMENT OF BALANCES.—CONTINUED.

Balances forwarded from 1886.		Charges and credits other than for traffic.		Balance forwarded to 1888.		Line No.
Debit	Credit.	Debit.	Credit.	Debit.	Credit.	
\$2,508,882 10			\$458 12	\$2,893,679 47		1
			88,232 08			2
	\$14,388,043 63	\$10,762,059 58			977 28	3
	241,738 95		12,047 81		6,028,145 47	4
		21,963 13			217,169 80	5
	247,872 20					6
	13,239 97		6,640 12		312,126 37	7
	45,153 61	45,000 00			20,059 97	8
	191,650 03				527 99	9
					141,583 87	10
	62,634 93	66,435 67				11
	20,352 07				181,169 02	12
					28,312 58	13
						14
						15
						16
2,441,625 48		54,023 83	5,629 09	2,886,764 75		17
	8,033,770 98		129,999 52		10,087,472 03	18
						19
						20
						21
						22
						23
						24
494 04					23,422 78	25
	614,260 87	575,387 12				26
					6,081 08	27
			39,024 47			28
	6,501,467 88	33,306 99	53,152 09		6,984,228 94	29
						30
						31
						32
						33
						34
						35
						36
						37
						38
						39
	316,754 84	316,754 84	47,733 88		154,062 24	40
	98,872 16				184,923 43	41
					130,988 92	42
						43
13,610 17				14,514 50		44
253,477 32				321,151 09		45
133,143 99				169,841 16		46
11,145 21				23,359 65		47
73,059 24				85,521 16		48
						49
	47,113 98				55,461 08	50
	17,210 18	15,697 53			10,720 47	51
						52
4,909,134 96			4,909,134 96	49,281 28		53
						54
\$10,844,572 51	\$30,843,434 28	\$11,890,628 19	\$5,287,051 64	\$5,744,113 06	\$24,459,463 30	
	\$331 12			\$845 59		1
\$53,352 72				61,255 94		2
	3,323 51			97 52		3
	17,698 02				\$9,484 92	4
13,998 62					30,664 35	5
	7,580 63			17,415 87		6
	27,166 47				10,600 00	7
	1,117 23				61,411 09	8
	32,608 71		\$10,246 95	3,696 41		9
					51,657 92	10
\$67,351 34	\$89,820 69		\$10,246 95	\$83,111 33	\$163,768 28	11
\$10,411,923 85	\$30,933,254 97	\$11,890,628 19	\$5,297,298 59	\$5,827,224 39	\$24,623,221 58	12

c Carried to D. S. S. & A. account, d Includes Paw Paw for 1886.

MICHIGAN RAILROAD RETURNS.

2.—CAPITAL STOCK.

Line No.	RAILROAD	Amount Authorized.	Par Value of Shares.	Number of Shares Issued.
1	B	00	\$100 00	467
2	CCC	00	100 00	25,674
3	CCC	00	100 00	10,980
4	CCC	00	100 00	66,000
5	CCC	d.	100 00	
6	CCC	00	100 00	67,231
7	CCC	00	100 00	7,989
8	CCC	d.	100 00	20,433
9	DD	00	100 00	16,700
10	DD	00	50 00	30,000
11	D	00	100 00	43,254
12		00	100 00	45
13	D	00	100 00	220,000
14	F	00	100 00	65,000
15		00	100 00	4,000
16		00	100 00	
17		00	100 00	4,963
18	G	00	100 00	
19	L	00	100 00	600,000
20		00	100 00	
21		00	100 00	4,141
22		00	100 00	27,195
23	Ida.	00	100 00	6,100
24		00	100 00	2,809
25		00	100 00	6,100
26	M	00	100 00	
27	M	00	100 00	5,656
28		00	100 00	12,500
29	M	00	100 00	1,500
30	M	00	100 00	3,000
31	M	d.	100 00	187,863
32		00	100 00	4,500
33		00	100 00	20,000
34		00	50 00	9,324
35		00	100 00	20,000
36		00	100 00	3,254
37		00	50 00	7,561
38		00	100 00	3,000
39		00	100 00	200
40	It.	00	100 00	15,476
41	M	00	100 00	70,000
42	M	00	100 00	41,360
43	M	00	100 00	8,917
44	M	00	100 00	
45	O	00	100 00	
46	P	00	100 00	15,000
47	P	00	100 00	10,900
48	Saginaw, Tuscola & Huron	00	100 00	1,232
49	Saginaw Valley & St. Louis	00	100 00	2,563
50	Saginaw & Grand Rapids	00	100 00	700
51	Toledo, Ann Arbor & North Michigan	00	100 00	40,400
52	Toledo, Saginaw & Muskegon			
53	Toledo & South Haven	250,000 00	100 00	2,500
54	Traverse City	205,000 00	100 00	2,050
55	Wabash			
56	Detroit, Union R. R. Depot & Station Company	1,000,000 00	100 00	10,000
	Commercial roads	\$177,005,000 00		1,694,233
	ORE AND FOREST ROADS.			
1	Allegan & Lake Shore	\$100,000 00	\$100 00	100
2	Bear Lake & Eastern	250,000 00	100 00	
3	Buckley & Douglas	40,000 00	100 00	181
4	Colfax & Big Rapids	40,000 00	100 00	
5	Crawford & Manistee River	50,000 00	100 00	500
6	Grand Lake & Manistee River	52,000 00	100 00	340
7	Hancock & Calumet	350,000 00	100 00	3,500
8	Hecla & Torch Lake	150,000 00	100 00	1,000
9	Hobart & Manistee River	60,000 00	100 00	600
10	Lake County	300,000 00	100 00	300
11	Manistee & Luther	400,000 00	100 00	4,000
12	Mecosta	100,000 00	100 00	500
13	Paris & Pere Marquette River	48,000 00	100 00	480
	Ore and forest roads	\$1,940,000 00		11,324
	Total for all roads	\$197,005,000 00		1,694,057

* Guaranteed.

TABULAR STATEMENT.

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CAPITAL STOCK.—CONTINUED.

Amount paid in.						Stockholders.		Line No.
On Common.	On Preferred.	On Shares not Issued.	Total.	Per Mile of Road.	Amount Paid in Michigan.	Whole number.	No. in Mich.	
\$46,700 00			\$46,700 00	\$6,132 98	\$46,800 00	89	89	1
2,667,400 00			2,667,400 00	36,455 54	10 80	98	8	2
978,984 67			978,984 67	18,443 55	100 00	100	1	3
6,800,000 00			6,800,000 00	2,000 00	135,500 00	135	15	4
52,540,115 97	\$22,325,454 56		74,865,570 53	17,789 91	110,800 00	2,799	6	5
6,733,100 00		363,700 00	6,736,800 00	16,419 77	11,000 00	600	2	6
798,965 00		15,084,000 00	15,882,965 00	49,887 83	2,000 00	81	2	7
2,044,158 78			2,044,158 78	12,434 05	4,000 00	40	3	8
1,670,000 00			1,670,000 00	7,654 00	1,582,400 00	9	6	9
1,500,000 00			1,500,000 00	7,328 51	250 00	14	5	10
1,825,800 00	2,510,000 00		4,335,800 00	19,567 63	10,500 00	478	1	11
4,500 00			4,500 00	105 63				12
12,000,000 00	10,000,000 00		22,000,000 00	111,290 00	819,100 00	66	10	13
	6,500,000 00		6,500,000 00	19,235 54	159,700 00	1,227	14	14
400,000 00			400,000 00	15,077 37	400,000 00	9	8	15
1,035 00			1,035 00	31 68		8	8	16
44,287 08			44,287 08	8,052 17		9	9	17
4,988,300 00			4,988,300 00	12,862 58		716	265	18
49,466,500 00	588,500 00		50,000,000 00	57,812 16	40,800 00	3,788	30	19
1,844,000 00			1,844,000 00	20,740 75				20
414,100 00			414,100 00	6,840 47	100 00	2	1	21
431,747 44	2,257,828 09		2,719,575 53	27,799 08				22
610,000 00			610,000 00	10,441 00	206,600 00	98	14	23
220,900 00			220,900 00	6,295 00				24
610,000 00			610,000 00	9,977 12				25
55,000 00			55,000 00		3,928 57	7	5	26
2,972,670 67	2,278,456 00		5,251,126 67	41,438 08	289,000 00	65	7	27
625,000 00	635,000 00		1,260,000 00	55,555 55	300 00	8	8	28
150,000 00			150,000 00	7,048 86	150,000 00	7	7	29
300,000 00			300,000 00	2,841 20	2,000 00	7	4	30
18,738,204 00			18,738,204 00	96,382 77	102,200 00	1,494	14	31
450,000 00			450,000 00	12,267 76		16		32
2,000,000 00			2,000,000 00	13,582 34	300,000 00	7	8	33
491,200 00			491,200 00	5,962 37	324,480 00	48	28	34
2,000,000 00			2,000,000 00	6,777 36	1,808,000 00	33	31	35
825,400 00			825,400 00	8,237 97	226,100 00	202	124	36
300,000 00			300,000 00		42,000 00	23	4	37
300,000 00			300,000 00		1,200 00	8	7	38
1,547,882 50			1,547,882 50	18		17		39
2,000,000 00	5,000,000 00		7,000,000 00	10		284		40
4,135,000 00			4,135,000 00	00		41		41
391,700 00			391,700 00	12	5,500 00	63	6	42
		1,000 00	1,000 00	50		7	7	43
		490,170 00	490,170 00	50		9	8	44
1,500,000 00			1,500,000 00	00	900 00	18	9	45
1,090,000 00			1,090,000 00	00	1,090,000 00	10	10	46
123,200 00		180 00	123,380 00	14	60,700 00	138	127	47
235,300 00		9,504 01	264,804 01	27	32,200 00	38	70	48
70,000 00			70,000 00	14		28		49
4,040,000 00			4,040,000 00	51	11,000 00	145	10	50
100,000 00			100,000 00	2,732 81	94,810 00	7	5	51
205,000 00			205,000 00	7,324 63	85,400 00	73	71	52
1,000,000 00			1,000,000 00		1,000,000 00	6	6	53
\$14,421,731 07	\$58,000,212 65	\$15,648,504 01	\$88,070,447 73	\$23,210 30	\$8,607,848 37	18,144	998	54
\$16,300 00			\$16,300 00	\$3,280 00		7	7	55
500 00		\$102,312 00	102,312 00	5,684 00	\$100,000 00	7	7	56
		27,602 76	27,602 76	62 50	18,100 00	7	7	57
50,000 00			50,000 00	2,780 27	27,802 76	7	7	58
31,738 38			31,738 38	5,000 00	50,000 00	7	7	59
350,000 00			350,000 00	3,967 05	3,967 05	7	7	60
100,000 00			100,000 00	17,190 57	100 00	11	1	61
60,000 00			60,000 00	18,333 33	200 00	6	3	62
60,000 00			60,000 00	84 93	60,000 00	7	7	63
100,000 00			100,000 00	5,454 54		7	8	64
50,000 00			50,000 00	1,887 76		7	7	65
48,000 00			48,000 00	5,000 00	50,000 00	7	7	66
				3,000 00	48,000 00	6	6	67
\$368,536 38		\$129,914 76	\$498,451 14	\$5,574 55	\$262,969 81	93	78	
\$198,239,267 45	\$53,090,242 65	\$15,778,418 77	\$267,128,928 87	\$21,906 71	\$8,990,318 68	13,237	1,076	

MICHIGAN RAILROAD RETURNS.

4.—INDEBTEDNESS.

Line No.	Railroads	Funded	Unfunded.	Total
1	---	\$25,000 00	\$25,546 51	\$50,546 51
2	---	2,541,000 00	2,051,837 05	5,202,837 05
3	---	1,788,141 46	---	1,788,141 46
4	---	12,000,000 00	941,886 16	12,941,886 16
5	---	a 101,077,500 00	4,001,080 82	105,078,580 82
6	---	4,020,000 00	221,404 55	4,241,404 55
7	---	4,300,800 00	143,315 79	4,443,715 79
8	---	---	940,437 61	940,437 61
9	---	2,500,000 00	28,347 75	2,528,347 75
10	---	5,800,000 00	1,136,104 46	6,936,104 46
11	---	3,257,000 00	420,770 28	3,677,770 28
12	---	500,000 00	---	500,000 00
13	---	4,000,000 00	678,088 19	4,678,088 19
14	---	5,509,000 00	1,166,317 78	6,675,317 78
15	---	---	112,423 78	112,423 78
16	---	---	---	---
17	---	---	---	---
18	---	11,842,000 00	1,034,394 37	12,876,394 37
19	---	45,442,000 00	1,927,474 88	47,369,474 88
20	---	---	---	---
21	---	924,000 00	---	924,000 00
22	---	---	---	---
23	---	840,000 00	---	840,000 00
24	---	400,000 00	---	400,000 00
25	---	1,525,000 00	---	1,525,000 00
26	---	---	48,172 64	48,172 64
27	---	4,908,700 00	130,864 92	5,039,564 92
28	---	---	---	---
29	---	---	31,787 82	31,787 82
30	---	1,508,686 67	38,686 42	1,547,373 09
31	---	10,000,000 00	1,880,401 66	11,880,401 66
32	---	1,000,000 00	972,485 37	1,972,485 37
33	---	b 3,576,000 00	---	3,576,000 00
34	---	b 1,500,000 00	---	1,500,000 00
35	---	2,709,000 00	---	2,709,000 00
36	---	710,000 00	---	710,000 00
37	---	c 2,100,000 00	---	2,100,000 00
38	---	222,626 00	836,375 46	1,059,001 46
39	---	---	---	---
40	---	1,511,387 50	1,776,420 68	3,287,808 18
41	---	9,282,000 00	808,035 86	10,090,035 86
42	---	4,131,000 00	210,917 31	4,341,917 31
43	Mineral Range.....	612,100 00	23,628 73	635,728 73
44	Muskegon, Grand Rapids & Indiana.....	750,000 00	55,173 01	805,173 01
45	Ontonagon & Brule River.....	---	34,359 93	34,359 93
46	Pontiac, Oxford & Port Austin.....	1,500,000 00	396,605 89	1,896,605 89
47	Port Huron & Northwestern.....	1,810,000 00	324,790 64	2,134,790 64
48	Saginaw, Tuscola & Huron.....	190,000 00	335,869 88	525,869 88
49	Saginaw Valley & St. Louis.....	446,000 00	92,480 99	538,480 99
50	Saginaw & Grand Rapids.....	---	---	---
51	Toledo, Ann Arbor & North Michigan.....	3,780,000 00	622,956 42	4,402,956 42
52	Toledo, Saginaw & Muskegon.....	---	---	---
53	Toledo & South Haven.....	216,000 00	---	216,000 00
54	Traverse City.....	440,000 00	3,756 35	443,756 35
55	Wabash.....	d ---	---	---
56	Detroit, Union R. R. Depot & Station Co.....	550,000 00	---	550,000 00
Commercial roads.....		\$200,684,980 63	\$24,622,536 25	\$225,317,516 78
ORE AND FOREST ROADS.				
1	Allegan & Lake Shore.....	---	---	---
2	Bear Lake & Eastern.....	\$15,000 00	\$3,783 36	\$18,783 36
3	Buckley & Douglas.....	40,000 00	28,705 14	68,705 14
4	Colfax & Big Rapids.....	10,000 00	---	10,000 00
5	Crawford & Manistee River.....	---	3,323 51	3,323 51
6	Grass Lake & Manistee River.....	---	---	---
7	Hancock & Calumet.....	250,000 00	141,809 67	391,809 67
8	Hecle & Torch Lake.....	---	336,629 13	336,629 13
9	Hobart & Manistee River.....	---	58,232 05	58,232 05
10	Lake County.....	---	500 00	500 00
11	Manistee & Luther.....	---	152,034 77	152,034 77
12	Mecosta.....	21,000 00	731 88	21,731 88
13	Paris & Pere Marquette River.....	---	42,623 64	42,623 64
Ore and forest roads.....		\$337,000 00	\$973,283 15	\$1,310,283 15
Total for all roads.....		\$261,021,980 63	\$25,434,821 40	\$286,456,802 03

a Includes proprietary roads.

b Issued by Mich. Central, but secured by 1st mortgage on this road.

c \$1,900,000 issued by Mich. Central and secured by mortgage on Air Line Division.

d Debt extinguished by foreclosure.

TABULAR STATEMENT.

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INDEBTEDNESS.—CONTINUED.

Miles of Road Owned.	Debt per Mile of Road Owned.	Indebtedness as per Previous Report.	Increase over Previous Year.	Decrease from Previous Year.	Total Interest paid on Indebtedness.	Line No.
5.70	\$8,867 81	\$47,045 08	\$3,501 45	-----	-----	1
57.60	76,965 05	5,017,581 56	185,255 49	-----	\$177,870 00	2
59.87	30,065 00	1,786,141 46	-----	-----	65,700 00	3
330.50	39,167 00	12,979,140 04	-----	\$37,753 88	767,596 11	4
a 4,208.79	25,109 02	98,290,120 28	7,388,480 66	-----	5,230,798 21	5
413.91	10,246 42	4,103,747 81	137,656 74	-----	232,253 83	6
331.60	62,893 91	352,183 85	8,991,579 94	-----	-----	7
164.40	5,663 93	903,822 54	36,615 07	-----	40,696 76	8
197.40	11,581 84	2,368,878 47	157,969 28	-----	136,450 01	9
189.00	33,524 86	6,211,455 84	124,648 62	-----	351,533 34	10
221.57	16,598 68	8,578,829 67	98,940 61	-----	273,696 60	11
42.60	18,236 89	566,000 00	-----	-----	-----	12
197.40	23,657 00	f 6,349,416 82	-----	1,671,328 63	265,758 07	13
337.04	19,811 65	6,066,638 83	580,678 95	-----	334,057 33	14
26.53	4,237 60	91,243 50	21,180 23	-----	-----	15
-----	-----	-----	-----	-----	-----	16
401.45	30,672 60	11,981,528 17	394,866 20	-----	760,600 00	17
859.15	56,301 50	49,071,153 14	-----	877,678 76	3,276,140 00	18
65.20	-----	-----	-----	-----	-----	19
62.36	-----	-----	-----	-----	-----	20
97.83	-----	-----	-----	-----	-----	21
58.42	14,878 00	840,000 00	-----	-----	-----	22
36.57	-----	-----	-----	-----	-----	23
61.14	24,942 75	1,525,000 00	-----	-----	-----	24
14.00	3,440 90	9,469 74	88,702 90	-----	454 41	25
130.97	36,878 00	4,786,143 74	298,441 18	-----	e 39,793 98	26
23.01	-----	-----	-----	-----	-----	27
21.23	1,491 93	-----	31,787 82	-----	1,562 19	28
105.59	14,605 60	1,614,741 09	-----	72,389 00	72,355 17	29
270.07	43,990 08	12,199,341 13	-----	318,939 47	1,060,800 00	30
3.66	538,939 00	1,894,077 45	78,407 92	-----	-----	31
147.25	24,285 00	8,576,000 00	-----	-----	-----	32
83.79	17,900 00	1,500,000 00	-----	-----	-----	33
293.10	9,179 94	8,043,000 00	-----	834,000 00	-----	34
39.50	17,974 68	710,000 00	-----	-----	-----	35
115.16	18,236 00	2,208,000 00	-----	108,000 00	-----	36
14.68	45,098 08	633,820 60	28,189 86	-----	-----	37
86.52	-----	-----	-----	-----	-----	38
55.87	58,853 91	3,301,755 95	-----	18,587 87	-----	39
581.15	18,577 60	8,493,850 45	1,374,305 41	-----	517,687 08	40
311.46	17,994 81	-----	4,341,917 31	-----	200,100 00	41
17.00	37,689 92	659,646 82	-----	18,918 09	-----	42
36.76	21,903 51	794,948 10	10,224 91	-----	-----	43
20.10	1,717 99	-----	34,359 95	-----	-----	44
160.20	18,966 06	1,806,544 45	90,061 41	-----	90,000 00	45
218.00	12,590 78	2,479,710 20	65,080 44	-----	151,004 69	46
66.57	8,650 43	531,861 50	43,998 18	-----	32,991 59	47
85.50	15,167 07	523,979 49	11,451 50	-----	35,680 00	48
3.60	-----	-----	-----	-----	35,544 00	49
181.39	24,380 97	3,415,179 82	997,776 60	-----	181,800 00	50
36.60	5,901 64	g 53,697 53	162,302 47	-----	3,700 00	51
26.00	17,067 55	447,967 41	-----	4,211 06	-----	52
336180	-----	h 82,865,296 54	-----	82,865,296 54	-----	53
3.34	550,000 00	935,000 00	-----	385,000 00	-----	54
756.91	\$24,268 00	\$350,796,411 03	\$20,728,211 15	\$36,207,103 30	\$14,326,073 17	55
5.00	-----	-----	-----	-----	-----	56
17.00	96,736 09	30,472 42	-----	\$10,689 06	\$1,455 87	1
8.00	12,838 14	97,211 96	\$5,498 18	-----	9,563 81	2
6.00	2,760 27	-----	10,000 00	-----	-----	3
10.00	333 35	660 00	2,663 51	-----	-----	4
8.00	-----	-----	-----	-----	-----	5
20.36	19,234 26	354,571 84	37,097 83	-----	15,650 44	6
7.50	44,883 88	393,432 79	-----	56,803 66	-----	7
9.24	6,312 99	54,914 82	3,417 23	-----	-----	8
11.00	45 45	500 00	-----	-----	-----	9
47.50	2,565 98	71,571 92	80,462 85	-----	-----	10
10.00	2,100 00	34,000 00	-----	13,000 00	1,752 10	11
16.00	2,664 60	35,205 39	7,428 26	-----	-----	12
175.60	\$6,483 00	\$1,072,541 14	\$146,502 85	\$30,492 72	\$28,422 22	13
932.51	\$24,006 00	\$351,868,952 17	\$20,874,714 00	\$36,287,596 02	\$14,354,495 99	14

e For one and one-half months.

f Reported last year as D. M. & M. and M. & M. Rd. Co.

g Includes Paw Paw road.

h Mortgage foreclosed. No debt reported.

MICHIGAN RAILROAD RETURNS.

6.—COMPARATIVE STATEMENT.—COST OF

Line No.	Railroads.	Total Reported Cost of Property.	Cost Per Mile of Road.	Proportion of Cost for Michigan.
1	RR	\$12,578 95	\$71,700 00	
2		87 58	78,578 29	4,818,712 07
3		28 18	46,574 46	2,785,186 13
4		48 25	56,083 95	13,764,985 23
5		74 94	87,319 18	12,863,899 91
6		96 81	24,920 24	9,455,735 12
7		00 91	63,970 96	9,885,809 76
8		17 30	19,627 30	555,551 83
9		15 01	20,955 50	4,186,615 01
10		15 99	35,486 86	6,707,015 89
11		98 11	33,755 91	7,479,298 11
12		00 00	13,892 02	570,500 00
13	U	87 90	Not reported	26,054,887 90
14	F	59 08	33,456 78	11,276,259 08
15		28 78	19,314 87	512,423 78
16				
17				
18	G	14,316,483 12	30,555 34	12,339,099 35
19	L	84,000,000 00	90,032 44	21,047,302 49
20		1,287,648 59	19,871 18	1,257,648 59
21		1,881,000 00	22,155 22	1,196,381 88
22		2,719,579 83	37,799 03	1,248,169 79
23		1,450,000 00	24,820 00	1,450,000 00
24		610,000 00	16,680 00	610,000 00
25		1,857,000 00	22,195 00	1,857,000 00
26		124,999 37	8,923 53	124,999 37
27	M	10,966,911 04	71,222 30	10,966,911 04
28				
29	M	169,219 55	7,862 04	169,219 55
30	M	1,783,011 06	11,783 06	1,783,011 06
31	M	30,911,401 44	110,754 25	25,294,977 00
32		1,780,977 05	496,578 00	1,780,977 05
33		3,628,082 08	21,625 34	3,628,082 08
34		2,867,054 08	34,229 17	2,867,054 03
35		7,385,530 00	24,344 22	7,385,530 00
36		1,085,400 00	36,212 66	1,085,400 00
37		2,949,977 15	25,616 83	2,794,741 61
38		595,342 08	39,941 56	586,342 02
39		225,526 15	2,637 12	225,526 15
40		3,064,369 99	51,306 55	2,809,613 62
41	M	16,963,828 75	31,984 00	3,172,048 97
42	M	8,426,721 47	34,749 37	
43	M	720,693 72	42,393 74	720,693 72
44	M	697,894 22	18,971 55	697,894 22
45	O	509,386 51	25,468 33	509,386 51
46	P	3,024,074 06	33,913 81	3,024,074 06
47	P	3,579,030 12	16,417 68	3,579,030 12
48	S	623,580 36	9,307 29	623,580 36
49	S	661,427 90	15,743 40	661,427 90
50		70,000 00	19,444 44	70,000 00
51	T	8,287,471 71	45,676 63	8,029,086 88
52	T	234,080 00	6,895 63	234,080 00
53	Traverse City	454,166 54	17,467 87	454,166 54
54	Wabash (Detroit Division)	2,528,800 00	33,625 00	2,528,800 00
55	Detroit, Union R. R. Depot & Station Company	1,947,712 95		1,947,712 95
	Commercial roads	\$497,471,808 93	\$42,318 00	\$238,027,886 31
	ORE AND FOREST ROADS.			
1	Allegan & Lake Shore	\$16,300 00	\$2,440 00	\$16,300 00
2	Bear Lake & Eastern	121,249 77	6,785 09	121,249 77
3	Buckley & Douglas	108,307 52	12,900 94	108,307 52
4	Colfax & Big Rapids	37,602 76	2,780 27	37,602 76
5	Crawford & Manistee River	37,184 76	5,718 45	37,184 76
6	Grass Lake & Manistee River	31,736 38	3,987 05	31,736 38
7	Hancock & Calumet	735,833 19	36,141 11	735,833 19
8	Hecia & Torch Lake	496,629 13	58,217 21	496,629 13
9	Hobart & Manistee River	77,716 76	8,410 90	77,716 76
10	Lake County	70,600 00	6,418 18	70,600 00
11	Manistee & Luther	304,700 38	7,046 05	304,700 38
12	Meosta	67,490 05	6,749 00	67,490 05
13	Paris & Pere Marquette River	99,440 90	5,664 60	99,440 90
	Ore and forest roads	\$3,129,661 60	\$12,128 00	\$3,129,661 60
	Total for all roads	\$499,601,490 53	\$41,081 00	\$240,157,068 90

TABULAR STATEMENT.

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PROPERTY WITH STOCK AND DEBT.

Proportion of Cost for Michigan for previous Year.	Increased Cost, 1887.	Decreased Cost, 1887.	Total Stock and Debt.	Stock and Debt per Mile of Road.	Excess of Stock and Debt over Cost Per Mile of Road.	Line No.
371,700 00			\$97,246 51	80 79	\$5,481 84	1
4,818,712 07			7,870,237 05	23 62	89,847 88	2
2,765,126 13			2,765,126 13	28 00	1,053 54	3
12,656,500 65	\$108,894 58		10,541,386 16	57 74	8,078 79	4
12,584,482 78	279,487 19		180,544,161 45	98 93	5,577 80	5
9,283,894 87	170,040 75		11,068,204 55	68 19	1,745 25	6
8,580,550 20	1,808,319 58		20,228,680 79	93 91		7
844,198 88	11,352 99		2,964,595 87	59 49		8
8,838,300 00	808,315 01		4,198,847 75	37 83		9
6,700,000 00	7,015 89		7,836,104 46	40 87	5,974 01	10
7,479,298 11			6,018,370 28	68 81	2,410 40	11
579,500 00			570,500 00	82 02		12
3,011,305 15	28,043,682 75		28,578,088 19	87 00		13
11,855,889 92		\$79,610 80	18,177,817 78	87 17	5,640 44	14
491,248 50	21,180 28		512,423 78	114 87		15
			1,035 60			16
			44,237 06			17
12,088,463 71	365,875 64		17,964,094 37	43,085 18	17,479 94	18
21,047,902 49			97,369,474 38	114,113 86	24,081 22	19
1,267,648 59			1,844,000 00	20,740 75	889 57	20
1,190,381 88			1,388,100 00	21,472 69		21
1,288,168 79			2,719,579 53	27,799 08		22
1,450,000 00			1,450,000 00	24,820 00		23
610,000 00			580,000 00	17,251 84		24
1,367,090 00			2,135,000 00	84,919 79		25
83,218 23	61,787 15		103,178 64	7,399 47		26
10,964,516 05	2,394 99		10,691,711 59	78,316 08	7,098 78	27
			1,250,000 00			28
148,453 47	25,766 08		181,737 88	8,540 29	538 25	29
1,888,985 07		\$100,924 02	1,842,852 09	17,446 51	561 29	30
25,272,856 55	22,621 45		30,618,605 65	113,372 85	2,618 60	31
1,750,977 05			2,422,485 37	551,197 56	64,619 76	32
3,624,238 02	1,844 00		5,578,000 00	13,582 34		33
2,867,054 08			1,991,200 00	23,762 27		34
7,400,158 88		64,628 88	4,709,000 00	15,957 80		35
999,183 59	36,216 41		1,085,400 00	26,212 66		36
3,083,649 95		287,908 84	2,100,000 00	5,019 87		37
596,342 02			962,010 46	65,538 04	25,590 48	38
225,526 15			200,000 00	2,338 63		39
2,605,510 11	4,108 51		4,835,630 58	86,555 04	31,348 49	40
2,793,422 41	378,616 58		15,868,055 86	31,755 81		41
			6,476,917 31	34,956 28	206 99	42
602,756 95	117,899 77		1,082,423 73	60,781 10	18,387 36	43
616,758 12	80,538 10		906,173 01	21,930 71	3,959 15	44
508,579 51	5,787 00		524,529 55	1,717 99		45
2,030,503 45	3,579 53		3,396,605 86	33,966 08	952 25	46
2,574,118 25	4,986 87		3,634,790 64	17,609 13	1,191 47	47
587,240 04	26,340 32		699,189 68	10,508 07	1,185 78	48
681,427 50	10		803,235 00	22,626 84	5,882 94	49
70,000 00			70,000 00	19,444 44		50
7,111,564 88	987,522 25		8,452,956 42	46,701 41	1,924 76	51
212,627 27	21,552 73		318,000 00	8,633 85	2,338 23	52
454,184 54			648,756 35	24,952 17	7,484 80	53
2,528,800 00						54
2,017,070 88						55
						56
\$311,402,867 73	\$27,226,947 50	\$308,429 92	\$546,447,998 61	\$47,055 36	\$4,742 36	
\$16,800 00			\$16,800 00	\$3,260 01	\$820 00	1
109,808 54	\$11,446 20		122,086 26	6,736 09		2
98,490 14	4,717 88		108,205 14	12,900 81		3
	27,602 78		87,808 76	2,780 27		4
48,134 41		\$10,949 65	58,323 51	5,000 00		5
83,709 85	3,026 53		31,738 33	3,987 05		6
706,852 94	27,490 25		741,609 67	36,424 83	288 72	7
893,438 79	48,198 34		486,629 13	56,217 21		8
77,716 76			118,332 05	12,806 49	4,366 59	9
80,000 00	10,800 00		80,500 00	5,500 00		10
196,248 48	108,456 90		252,024 77	4,253 75		11
84,853 33		17,173 27	71,731 88	7,100 00	363 00	12
90,440 90	9,000 00		90,639 64	5,664 60		13
\$1,912,373 13	\$245,526 89	\$26,123 93	\$2,183,784 29	\$12,157 45	\$39 65	
\$312,315,145 88	\$27,472,473 89	\$30,563 84	\$548,588,730 90	\$45,973 71	\$4,941 71	

* Reported as Mackinaw & Marquette previous year. † Includes Paw Paw.

MICHIGAN RAILROAD RETURNS.

C.—TRACK MILEAGE.

Line No.	Railroads.	Road owned, miles.		Road operated, Miles.	
		Total.	In Michigan.	Total.	In Michigan.
1	B	5 70	5 70		
2	CC	87.80	82.94	87.80	82.94
3	CC	54.37	50.87	54.37	50.87
4	CC	330.50	224.00	330.50	224.00
5	CC	4,308.79	303.54	4,308.79	344.70
6	CC	413.94	379.48	413.94	379.48
7	CC	321.80	183.00	158.00	150.00
8	CC	164.40	83.40	164.40	83.40
9	DD	197.40	197.40	197.40	197.40
10	DD	189.00	189.00	189.00	189.00
11	D	221.57	221.57	228.17	228.17
12		42.60	42.60		
13	D	197.40	197.40	351.38	351.38
14	F	290.18	290.18	303.57	303.57
15		26.53	26.53		
16		32.35	32.35		
17		14.51	14.81		
18	G	404.45	351.84	558.51	419.80
19	L	1,019.22	834.63	1,341.38	507.84
20	rn	65.20	65.20		
21					
22		97.83	44.54		
23	apids	58.42	58.42		
24					
25					
26	Manistique	14.00	14.00	14.00	14.00
27	Marquette, Houghton & Ontonagon	180.97	180.97		
28	Marquette & Western	23.01	23.01		
29	Mason & Oceana	21.28	21.28	21.28	21.28
30	Michigan Air Line Railway	106.59	106.59	106.59	106.59
31	Michigan Central	270.07	221.00	1,537.14	1,051.97
32	Canada Southern Bridge	3.66	3.66		
33	Detroit & Bay City	147.25	147.25		
34	Grand River Valley	83.79	83.79		
35	Jackson, Lansing & Saginaw	295.10	295.10		
36	Kalamazoo & South Haven	39.50	39.50		
37	Michigan Air Line R. R.	116.18	109.10		
38	Michigan Midland & Canada	14.68	14.68		
39	Saginaw Bay & Northwestern	85.52	85.52		
40	Toledo, Canada Southern & Detroit	55.87	47.27		
41	Milwaukee, Lake Shore & Western	531.18	99.43	593.25	99.43
42	Milwaukee & Northern	311.48	58.00	336.68	58.00
43	Mineral Range	17.00	17.00	17.00	17.00
44	Muskegon, Grand Rapids & Indiana	36.76	36.76		
45	Ontonagon & Brule River	20.00	20.00	20.00	20.00
46	Pontiac, Oxford & Port Austin	100.20	100.20	100.20	100.20
47	Port Huron & Northwestern	218.00	218.00	218.00	218.00
48	Saginaw, Tuscola & Huron	66.57	66.57	66.57	66.57
49	Saginaw Valley & St. Louis	36.50	36.50	45.10	45.10
50	Saginaw & Grand Rapids	3.00	3.00		
51	Toledo, Ann Arbor & North Michigan	181.39	176.39	181.39	176.39
52	Toledo & South Haven	36.00	36.00	36.00	36.00
53	Traverse City	26.00	26.00		
54	Wabash	335.80	76.20	335.80	76.10
55	Detroit, Union R. R. Depot & Station Co.	8.34	8.34	8.34	8.34
Commercial roads, miles		11,746.91	5,592.81	12,229.22	5,663.67
ORE AND FOREST ROADS.					
1	Allegan & Lake Shore	5.00	5.00	5.00	5.00
2	Bear Lake & Eastern	17.00	17.00	17.00	17.00
3	Buckley & Douglas	8.00	8.00	8.00	8.00
4	Colfax & Big Rapids	6.00	6.00	6.00	6.00
5	Crawford & Manistee River	10.00	10.00	10.00	10.00
6	Grass Lake & Manistee River	8.00	8.00	8.00	8.00
7	Hancock & Calumet	20.28	20.28	20.28	20.28
8	Hecla & Torch Lake	7.50	7.50	7.50	7.50
9	Hobart & Manistee River	9.24	9.24	9.24	9.24
10	Lake County	11.00	11.00	11.00	11.00
11	Manistee & Luther	47.50	47.50	47.50	47.50
12	Mecosta	10.00	10.00	10.00	10.00
13	Paris & Pere Marquette River	16.00	16.00	16.00	16.00
14	West Branch & Moorestown				
Ore and forest roads, miles		175.60	175.60	175.60	175.60
Total for all roads, miles		11,922.51	5,768.41	12,404.82	5,839.27

a Includes proprietary roads.

TABULAR STATEMENT.

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TRACK MILEAGE.—CONTINUED.

Track in Michigan, Miles.										Line No.
Main.	Second.	Slidings and spurs.	Estimated as single track.	Gauge.		Main Track, 1886.	Increase, 1887.	Decrease, 1887.	Track in joint use.	
				Feet.	Inches.					
62.94		4.08	67.02	4	8½	5.70				1
59.87		24.12	83.49	4	8½	62.94				2
224.00		40.50	264.50	4	8½	59.87				3
309.54		56.43	365.97	4	8½	224.00				4
379.48		95.31	474.79	4	8½	309.54				5
133.00		18.98	144.93	4	8½	379.48				6
33.40		6.74	40.14	4	8½	133.00			20.90	7
197.40		20.73	218.13	4	8½	33.40				8
189.00		57.82	246.32	4	8½	197.40	33.60			9
221.57		80.09	301.66	4	8½	189.00				10
42.60		9.12	51.72	4	8½	221.57			4.00	11
197.70		25.25	222.95	4	8½	42.60				12
868.57		224.18	587.75	4	8½	197.70	46.50			13
						868.57	2.44			14
										15
										16
										17
419.80		87.22	507.02	4	8½		.95			18
839.68		67.24	406.92	4	8½	419.80		5.72		19
65.20		4.22	69.42	4	8½	839.68				20
						65.20				21
44.54		5.00	49.54	4	8½					22
58.42		10.34	68.76	4	8½	44.54				23
						58.42				24
										25
14.00		.50	14.50	4	8½		7.50			26
180.97	1.10	41.17	173.24	4	8½	14.00		4.45		27
23.01		8.42	31.43	4	8½	180.97				28
21.28		7.00	28.28	4	8½	23.01	2.18			29
105.59		6.95	112.54	4	8½	21.28		7.00		30
221.00	120.00	154.00	495.00	4	8½	105.59				31
3.66		9.08	12.72	4	8½	221.00				32
147.25		35.28	182.53	4	8½	3.66				33
83.79		14.64	98.43	4	8½	147.25				34
295.10		187.47	482.57	4	8½	83.79				35
39.50		8.78	43.28	4	8½	295.10				36
109.10		13.61	122.71	4	8½	39.50				37
14.68		.81	15.49	4	8½	109.10				38
85.52		.29	85.81	4	8½	14.68		21.02		39
47.27		22.78	70.05	4	8½	85.52				40
99.48		5.57	105.05	4	8½	47.27	7.91			41
58.00		11.32	69.32	4	8½	99.48	58.00			42
17.00		5.00	22.00	3		58.00				43
						17.00				44
20.00		1.00	21.00	4	8½	36.76				45
100.20		6.37	106.57	4	8½	20.00				46
218.00		12.80	230.80	3		100.20				47
66.57		6.68	73.25	3		218.00				48
35.50		3.20	38.70	4	8½	66.57				49
3.60			3.60	4	8½	35.50			6.00	50
176.39		21.78	198.17	4	8½	3.60				51
36.60		1.01	37.61	3		176.39	8.55			52
						36.60	17.00			53
75.20		26.00	101.20	4	8½					54
3.34		3.50	6.84	4	8½	75.20			3.90	55
						3.34				56
5,592.81	121.10	1,389.81	7,103.72			5,409.03	200.95	17.17	34.80	
5.00			5.00	3		5.00				1
17.00		1.00	18.00	3		17.00	1.00			2
8.00		1.50	9.50	3		8.00				3
6.00		4.00	10.00	3	1		6.00			4
10.00		3.00	13.00	3		10.00				5
3.00		1.50	9.50	3		8.00				6
20.36		7.02	27.38	3		20.36				7
7.50		1.18	8.63	4	1	7.50				8
9.24		10.00	19.24	3		9.24				9
11.00			11.00	4	8½	8.00	8.00			10
47.50		11.75	59.25	4	8½	35.00	12.50			11
10.00			10.00	3	8½	15.00		5.00		12
16.00			16.00	3	1	16.00		10.50		13
						10.50				14
175.60		40.87	216.50			168.60	22.50	15.50		
5,768.48	121.10	1,480.68	7,320.22			5,577.63	223.45	32.67	34.80	

b Includes Paw Paw Rd., 4 miles.

TABULAR STATEMENT.

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TRAFFIC EARNINGS.—CONTINUED.

Passenger Department.			Freight Department.			Total traffic earnings.	Line No.
Mails.	Other Sources.	Total.	Freights.	Other sources	Total.		
							1
\$3,099 84		\$18,232 17	\$35,042 96		\$35,042 96	\$43,275 13	2
8,811 89		140,593 08	109,043 50		109,043 50	249,636 53	3
25,537 06		1,031,567 37	2,444,932 83		2,444,932 83	3,476,500 20	4
524,498 45		7,110,428 10	19,673,128 85		19,673,128 35	26,783,556 45	5
34,598 88		518,143 73	889,116 50	\$1,821 04	890,497 54	1,408,591 27	6
5,605 23		58,857 73	141,574 44	6,844 23	148,418 66	206,776 89	7
10,700 88		190,211 04	259,046 87	4,827 21	263,874 08	453,595 12	8
8,883 78	\$ 9,150 82	114,630 67	854,666 01		854,666 01	469,296 63	9
26,950 63		529,688 66	633,533 67		653,532 67	1,183,216 33	10
28,769 07		483,546 47	702,824 28	1,512 05	704,336 33	1,137,882 80	11
							12
11,790 56		849,512 28	1,078,638 37	9,844 18	1,088,482 55	1,437,994 83	13
88,242 38		855,815 27	1,607,476 66		1,607,476 66	2,363,291 93	14
							15
							16
							17
89,328 65		892,117 73	1,606,351 14	1,131 97	1,606,483 11	2,496,600 84	18
775,548 81		5,891,183 68	12,547,923 25		12,547,923 25	18,439,106 98	19
							20
							21
							22
							23
							24
							25
756 78		13,664 91	44,132 59		44,132 59	44,132 59	26
			32,221 16		32,221 16	45,886 07	27
							28
		829 82	28,283 39		28,283 39	28,618 21	29
5,882 04		39,248 37	121,144 94		121,144 94	160,393 31	30
215,924 10		4,783,766 89	9,809,967 19		9,809,967 19	14,093,754 08	31
							32
							33
							34
							35
							36
							37
							38
							39
							40
41,842 47		760,350 53	2,420,330 51		2,420,330 51	3,180,681 04	41
20,535 90		258,183 65	716,779 87		716,779 87	974,963 02	42
790 50		81,580 01	68,069 15		68,069 15	99,569 16	43
							44
		1,318 90	3,112 90		3,112 90	4,431 80	45
4,562 18		42,282 63	63,579 05		63,579 05	10,861 68	46
11,838 60		193,363 85	127,987 08		127,987 08	321,350 93	47
8,062 77		33,451 70	43,045 59		43,045 59	81,497 29	48
2,967 76		50,360 07	48,459 07	60 00	48,519 07	98,879 14	49
							50
10,925 70		153,064 19	308,547 18	21,673 38	330,220 56	483,284 75	51
861 64		13,860 37	8,566 06		8,566 06	22,426 43	52
							53
13,277 82	2,904 08	877,982 68	855,114 93	17,751 06	872,865 99	1,250,848 67	54
							55
\$1,874,078 82	\$12,054 35	\$24,791,781 50	\$56,291,627 99	\$64,465 11	\$56,356,093 10	\$81,147,874 60	
			\$3,000 00		\$3,000 00	\$3,000 00	1
		\$404 10	19,719 10		19,719 10	20,123 20	2
			17,978 33		17,978 33	17,978 33	3
			7,383 33		7,383 33	7,383 33	4
			12,139 22	\$207 69	12,346 91	12,346 91	5
			8,797 96		8,797 96	8,797 96	6
\$739 56	\$264 95	26,042 41	65,436 58		65,436 58	91,478 99	7
			74,160 05		74,160 05	74,160 05	8
			29,270 27		29,270 27	29,270 27	9
			23,447 03		23,447 03	23,447 03	10
		271 63	88,598 03		88,598 03	88,598 66	11
			8,869 82		8,869 82	8,869 82	12
		197 46	22,455 24		22,455 24	22,652 70	13
\$739 56	\$264 95	\$26,915 60	\$381,254 96	\$207 69	\$281,462 65	\$403,378 25	
\$1,874,818 38	\$12,819 30	\$24,818,697 10	\$56,672,882 95	\$64,672 80	\$56,737,555 75	\$81,556,253 85	

MICHIGAN RAILROAD RETURNS.

A.—GROSS INCOME.

Line No.	Railroads.	Traffic Earnings. (Table 7.)	Receipts from Other Sources than Traffic.	Total Income, 1887.
1	B	a		
2		\$43,375 13		\$43,375 13
3		249,636 58	9819 11	250,456 04
4		2,478,600 20	2,198 00	2,478,600 20
5		26,788,556 45	857,168 79	27,140,725 24
6		1,408,581 27	17,489 23	1,426,070 60
7		206,778 39	28 06	206,800 05
8		432,585 12		432,585 12
9		489,298 68	6,640 12	476,938 80
10		1,183,218 88	11,093 06	1,194,309 36
11		1,187,682 60	9,277 19	1,147,159 99
12				
13				
14		1,437,994 63	27,694 40	1,465,689 23
15		2,363,291 93	70,244 65	2,433,536 58
16				
17				
18				
19	G	2,498,600 84	42,484 99	2,541,085 88
20	L	18,426,108 93	401,858 74	18,840,962 67
21				
22				
23				
24				
25				
26		44,182 59		44,182 59
27		45,886 07	1,644 04	47,530 11
28				
29		28,613 21		28,613 21
30		160,898 81		160,898 81
31		14,063,764 08	70,736 12	14,164,490 20
32				
33				
34				
35				
36				
37				
38				
39				
40				
41		3,180,661 04	47,788 33	3,228,449 43
42		974,963 08	1,174 97	976,137 99
43		99,669 18	54,212 81	153,781 97
44				
45		4,431 80		4,431 80
46		105,861 68	48 00	105,909 68
47		321,860 88	6,710 16	328,081 09
48		81,497 29	393 65	81,890 94
49		98,879 14	906 11	99,784 25
50				
51		483,284 75	52,468 20	535,752 95
52		22,426 43		22,426 43
53				
54		1,260,848 67	10,080 87	1,280,929 04
55	I	mpany	171,880 85	171,880 85
	Commercial roads.....	\$81,147,874 00	\$1,884,978 79	\$82,612,848 39
	ORE AND FOREST ROADS.			
1	Allegan & Lake Shore.....	\$2,000 00		\$2,000 00
2	Bear Lake & Eastern.....	20,123 20	\$2,495 47	22,618 67
3	Buckley & Douglas.....	17,978 33		17,978 33
4	Colfax & Big Rapids.....	7,863 88		7,863 88
5	Crawford & Manistee River.....	12,346 91		12,346 91
6	Grass Lake & Manistee River.....	8,797 96		8,797 96
7	Hancock & Calumet.....	91,478 99		91,478 99
8	Hecla & Torch Lake.....	74,160 06		74,160 06
9	Hobart & Manistee River.....	29,270 27		29,270 27
10	Lake County.....	23,447 06		23,447 06
11	Manistee & Luther.....	38,899 68		38,899 68
12	Mecosta.....	8,899 62		8,899 62
13	Paris & Pere Marquette River.....	22,662 70		22,662 70
	Ore and forest roads.....	\$408,378 25	\$2,495 47	\$410,873 72
	Total for all roads.....	\$81,556,252 65	\$1,867,469 19	\$82,923,723 11

a Included with Grand Rapids & Indiana. b Including Paw Paw.

TABULAR STATEMENT.

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GROSS INCOME.—CONTINUED.

Proportion of Total Income for Michigan.	Michigan's Proportion for Previous Year.	Increase of Income, 1887.	Decrease of Income, 1887.	Taxable Income for Michigan, 1887.	Taxable Income for Michigan Previous Year.	Line No.
-----	\$5,585 16	-----	\$5,585 16	\$7,244 87	\$5,660 91	1
840,291 96	42,497 17	-----	2,205 21	40,291 96	42,497 17	2
250,455 64	237,045 53	\$18,410 11	-----	250,455 64	237,045 53	3
2,296,845 91	2,008,122 10	288,723 81	-----	2,296,845 91	2,008,122 10	4
2,110,549 66	1,969,692 90	141,856 76	-----	2,810,837 89	2,647,700 17	5
1,307,351 87	1,288,256 01	19,095 86	-----	1,296,317 03	1,279,766 05	6
198,846 20	222,236 90	-----	23,390 70	198,846 20	221,176 33	7
92,151 73	79,058 80	13,092 93	-----	92,151 73	79,058 73	8
475,836 80	242,061 89	233,874 91	-----	469,296 68	242,061 89	9
1,194,309 38	1,244,033 44	-----	49,724 06	-----	-----	10
1,147,159 99	1,226,536 20	-----	79,376 21	1,147,159 99	1,226,536 20	11
-----	-----	-----	-----	-----	-----	12
1,465,689 23	294,834 18	1,170,855 05	-----	416,759 67	294,834 18	13
2,433,536 78	2,077,245 50	356,291 28	-----	2,363,920 09	2,040,654 15	14
-----	-----	-----	-----	-----	-----	15
-----	-----	-----	-----	-----	-----	16
2,228,571 80	1,822,327 41	406,244 39	-----	2,051,750 41	1,808,642 86	17
4,333,558 40	8,704,104 24	629,454 16	-----	-----	-----	18
-----	-----	-----	-----	38,642 78	43,051 25	19
-----	-----	-----	-----	462,483 76	389,056 54	20
-----	-----	-----	-----	97,831 38	98,010 19	21
-----	-----	-----	-----	152,887 75	141,144 56	22
-----	-----	-----	-----	103,586 24	96,145 19	23
-----	-----	-----	-----	108,320 76	108,407 61	24
44,132 59	4,572 03	39,560 56	-----	44,132 59	4,572 03	25
47,530 11	983,215 02	-----	935,684 91	1,016,378 24	926,774 38	26
-----	-----	-----	-----	49,466 14	56,440 64	27
28,613 21	-----	28,613 21	-----	28,613 21	-----	28
160,393 31	155,192 50	5,200 81	-----	160,393 31	155,192 50	29
7,792,611 20	6,958,712 27	833,898 93	-----	-----	-----	30
-----	-----	-----	-----	1,728 17	1,042 79	31
-----	-----	-----	-----	718,443 71	645,169 49	32
-----	-----	-----	-----	-----	-----	33
-----	-----	-----	-----	1,426,082 56	1,233,448 62	34
-----	-----	-----	-----	54,106 31	57,237 83	35
-----	-----	-----	-----	142,480 46	141,594 07	36
-----	-----	-----	-----	6,507 48	6,047 80	37
-----	-----	-----	-----	84,086 70	59,061 34	38
-----	-----	-----	-----	463,573 35	379,157 96	39
534,230 61	316,221 44	218,009 17	-----	534,230 61	316,221 44	40
52,498 50	-----	52,498 50	-----	52,498 50	-----	41
153,781 97	81,244 65	72,537 32	-----	108,681 97	81,244 65	42
-----	5,902 35	-----	5,902 35	123,392 78	5,902 35	43
4,431 80	3,558 35	873 45	-----	4,431 80	5,558 35	44
105,909 68	100,932 06	4,977 62	-----	105,909 68	100,932 06	45
328,061 09	315,985 05	12,076 04	-----	328,061 09	315,985 05	46
81,889 94	60,342 39	21,547 55	-----	81,889 94	59,856 13	47
99,784 25	90,131 56	9,652 69	-----	99,784 25	90,131 28	48
-----	-----	-----	-----	-----	-----	49
520,964 97	369,664 12	151,300 85	-----	520,964 97	369,664 12	50
22,426 43	20,827 41	1,599 02	-----	22,426 43	20,827 51	51
-----	41,880 62	-----	41,880 62	42,917 65	41,880 62	52
354,631 28	481,624 99	-----	126,993 71	354,631 28	481,624 99	53
171,880 85	135,737 61	36,143 24	-----	171,880 85	135,737 61	54
-----	-----	-----	-----	-----	-----	55
\$30,079,047 14	\$26,589,381 85	\$4,760,408 22	\$1,270,742 93	\$21,152,942 52	\$18,700,987 22	
-----	-----	-----	-----	-----	-----	
\$3,000 00	\$3,000 00	-----	-----	\$3,000 00	\$3,000 00	1
22,618 67	14,863 97	\$7,754 70	-----	20,123 20	14,863 97	2
17,978 83	16,107 49	1,870 34	-----	17,978 33	16,107 49	3
7,383 33	-----	7,383 33	-----	7,383 33	-----	4
12,246 91	10,575 94	1,770 94	-----	12,246 91	10,575 97	5
8,797 96	6,812 24	1,985 72	-----	8,797 96	6,812 24	6
91,478 99	82,989 49	8,489 50	-----	91,478 99	81,128 61	7
74,160 05	75,221 12	-----	\$1,061 07	74,160 05	75,221 12	8
29,270 27	23,548 70	5,721 57	-----	29,270 27	23,548 70	9
23,447 06	16,101 38	7,345 66	-----	23,447 06	16,101 38	10
88,869 66	60,838 10	28,031 56	-----	89,849 66	60,838 10	11
8,869 82	13,346 75	-----	4,476 93	8,869 82	13,346 75	12
22,652 70	30,192 34	-----	7,539 64	22,652 70	30,192 34	13
-----	-----	-----	-----	-----	-----	
\$410,373 72	\$353,617 55	\$70,833 81	\$13,077 64	\$409,378 25	\$351,756 67	
-----	-----	-----	-----	-----	-----	
\$30,489,920 86	\$26,942,999 40	\$4,830,742 03	\$1,283,820 57	\$21,562,320 77	\$19,052,693 89	

* Earnings under old organization. d For 1½ months only.

MICHIGAN RAILROAD RETURNS.

9.—EXPENSES.

Line No.	Railroads.	Maintenance of Way and Buildings.	Maintenance of Motive Power and Cars.	Conducting Transportation.
1	inc.	a		
2		\$19,873 70	\$2,178 46	\$20,990 11
3		46,612 48	68,480 17	99,527 65
4		350,318 98	354,480 27	1,511,245 78
5		9,888,243 09	2,358,164 96	8,890,840 49
6		256,804 64	288,094 95	461,035 96
7		86,728 13	17,187 10	61,755 88
8		124,179 73	43,025 74	126,630 83
9		50,571 87	14,506 66	168,110 09
10		171,784 47	119,865 74	490,982 46
11		154,726 84	110,729 87	327,376 41
12				
13		861,564 41	180,400 66	302,367 66
14		842,639 63	301,848 89	307,501 96
15				
16				
17				
18		422,420 88	222,540 26	750,591 08
19	stem.	2,079,084 61	1,906,012 71	5,642,350 55
20				
21				
22	ids.			
23				
24				
25				
26		4 70	829 17	18,797 21
27		10,865 90	12,609 54	17,519 24
28				
29		1,222 50	4,184 81	12,791 86
30		47,126 44	14,147 02	61,162 61
31		2,352,748 19	1,449,944 88	4,607,069 32
32				
33				
34				
35				
36				
37				
38				
39				
40				
41		537,208 00	205,697 93	948,292 60
42		140,779 57	89,482 27	324,817 25
43		8,488 89	5,273 00	30,881 59
44				
45		1,738 44	281 24	3,120 81
46		28,204 05	10,659 53	32,414 30
47		73,829 88	20,728 84	96,104 79
48		19,067 27	7,006 75	27,821 00
49		13,738 81	18,994 65	32,741 86
50				
51		48,661 46	51,418 89	128,516 08
52		1,838 00	112 53	4,405 37
53				
54	Wabash.	205,561 20	146,707 58	537,082 80
55	Detroit, Union R. R. Depot & Station Co.			
	Commercial roads.....	\$11,310,522 11	\$5,078,128 96	\$26,147,234 07
	ORE AND FOREST ROADS.			
1	Allegan & Lake Shore.....	\$800 00	\$800 00	\$1,200 00
2	Bear Lake & Eastern.....	1,011 37	3,273 13	6,228 87
3	Buckley & Douglas.....	5,753 78	1,373 84	8,849 85
4	Colfax & Big Rapids.....			7,069 28
5	Crawford & Manistee River.....	1,104 14	3,640 88	
6	Grass Lake & Manistee River.....	3,588 81	620 64	3,846 07
7	Hancock & Calumet.....	11,674 13	10,963 96	20,460 27
8	Hecla & Torch Lake.....	5,750 00	9,840 15	56,613 27
9	Hobart & Manistee River.....	11,767 51	3,268 75	16,843 76
10	Lake County.....	3,517 64	3,517 64	7,754 34
11	Manistee & Luther.....	4,847 70	10,876 93	24,656 08
12	Mecosta.....	1,878 00	1,331 69	2,494 27
13	Paris & Pere Marquette River.....	4,073 43	2,051 09	8,020 74
	Ore and forest roads.....	\$55,516 51	\$51,418 70	\$177,636 85
	Total for all roads.....	\$11,265,036 62	\$5,129,547 58	\$26,324,970 92

a Included with Grand Rapids & Indiana.

b For 10 months only.

TABULAR STATEMENT.

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EXPENSES.—CONTINUED.

General Expenses, Includ- ing Taxes.	Total Expenses and Taxes.	Proportion of Expenses and Taxes for Mich.	Same for Michigan, Previous Year.	Increase. 1887.	Decrease. 1887.	Line No.
						1
\$7,878 35	\$50,660 62	\$17,168 49	\$51,598 81		\$4,425 33	2
14,558 44	224,187 72	224,187 72	204,916 57	\$19,271 15		3
239,750 73	2,515,384 76	1,634,955 01	1,522,605 93	112,349 08		4
1,873,018 07	16,010,266 61	1,245,009 57	1,113,085 84	131,924 23		5
108,693 80	1,064,629 32	978,000 23	940,126 83	35,873 91		6
23,942 25	139,611 36	134,241 69	162,473 49		28,231 80	7
52,760 65	348 598 44	70,821 69	59,066 56	11,755 13		8
30,618 25	263,866 79	263,866 79	123,860 93	140,005 86		9
81,048 25	863,615 92	863,615 92	850,989 74	3,676 18		10
103,282 43	696,114 55	696,114 55	727,818 84		31,704 29	11
						12
108,449 81	892,822 46	892,822 46	218,699 78	644,122 68		13
219,148 85	1,670,933 82	1,670,933 82	1,415,545 11	255,388 71		14
						15
						16
						17
190,540 10	1,666,101 77	1,465,858 14	1,207,155 40	258,702 74		18
1,812,350 80	11,029,798 17	2,558,412 67	2,457,761 74	100,647 93		19
						20
						21
						22
						23
						24
						25
180 18	19,761 36	19,761 36	4,071 04	15,690 32		26
5,915 25	46,009 93	46,009 93	501,743 34		455,133 41	27
						28
1,760 77	21,019 94	21,019 94		21,019 94		29
4,626 54	127,062 61	127,062 61	115,510 43	11,552 18		30
c 1,465,459 16	9,875,246 50	5,997,598 43	4,938,003 64	1,039,594 79		31
						32
						33
						34
						35
						36
						37
						38
						39
						40
245,189 23	1,940,357 66	264,745 66	116,388 96	148,356 70		41
80,824 29	635,903 38	30,691 82		30,691 82		42
12,083 69	56,121 21	56,121 21	40,722 38	15,398 83		43
						44
195 64	5,336 13	5,336 13	3,859 90	1,476 23		45
14,305 57	83,583 45	83,583 45	84,452 16		868 71	46
25,092 06	213,753 57	213,753 57	214,322 91		569 34	47
7,128 77	61,112 79	61,112 79	46,980 17	14,132 62		48
16,691 93	76,566 17	76,566 17	82,282 81		5,716 64	49
						50
108,009 44	342,605 87	331,141 60	216,406 77	114,734 83		51
2,162 71	8,518 61	8,518 61	14,394 51		5,875 90	52
						53
148,851 25	1,038,202 33	294,343 88	331,217 25		86,873 57	54
86,967 69	86,967 69	86,967 69	65,996 08	20,971 61		55
\$6,639,374 45	\$52,075,319 51	\$20,468,913 10	\$17,941,004 91	\$3,147,337 47	\$319,399 28	
\$600 00	\$3,000 00	\$3,000 00	\$3,000 00			1
1,031 67	11,644 04	11,644 04	8,618 18	\$2,995 86		2
340 82	16,317 74	16,317 74	17,596 07		\$1,278 33	3
	7,059 38	7,059 38		7,059 38		4
1,490 98	6,235 50	6,235 50	7,252 46		1,016 96	5
732 44	8,797 96	8,797 96	6,812 24	1,985 72		6
9,763 86	62,862 23	62,862 22	51,968 54	10,873 68		7
1,956 63	74,160 05	74,160 05	75,221 12		1,061 07	8
1,307 50	32,687 53	32,687 52	22,660 96	10,026 56		9
5,638 04	20,427 66	20,427 66	14,500 00	5,927 66		10
5,313 28	45,695 92	45,695 92	29,812 63	15,883 29		11
227 40	11,931 36	11,931 36	10,873 30	1,058 06		12
1,640 13	13,845 44	13,845 44	13,956 83		111 39	13
\$30,042 78	\$314,664 79	\$314,064 79	\$262,322 33	\$55,810 21	\$3,467 75	
\$6,609,417 18	\$52,389,984 30	\$20,783,607 89	\$18,203,327 24	\$3,203,147 68	\$622,867 03	

c Includes bridge tolls and terminals, \$517,523.26.

MICHIGAN RAILROAD RETURNS.

10.—ANALYSIS OF EARNINGS AND EXPENSES.

Line No.	Railroads.	Miles of Road Operated.	Traffic Earnings.		
			Total.	Per train.	
				Passenger.	Freight.
1	B	67.00	\$48,275 13	\$0 87	\$0 78
2		50.87	249,636 58	0 52	0 40
3		390.20	3,476,500 30	1 11	1 19
4		4,208.79	25,753,556 45	1 09.24	1 42
5		413.94	1,408,581.27	0 81	1 56
6		156.00	206,776 39	0 34	1 17
7		164 40	453,585 12	0 71	1 28
8		197.40	469,236 63	1 74	1 25
9		189.00	1,183,216 33	1 01	1 28
10		263.17	1,187,682 80	0 86.86	1 72.84
11					
12		351.88	1,437,994 83	1 07.20	1 39
13		353.57	2,363,291 93	0 89	1 31
14					
15					
16					
17					
18		558.51	2,498,800 84	1 08	1 37
19		1,841.38	13,439,106 90	1 74.7	1 96
20					
21					
22					
23					
24					
25		14.00	44,132 59		
26			45,886 07	0 79	1 13.40
27					
28		21.28	22,618 21		
29		105.59	100,903 31	0 19	0 60
30		1,587.14	14,093,754 08	1 31	1 47
31					
32					
33					
34					
35					
36					
37					
38					
39					
40					
41		562.28	3,180,581 04	0 94.3	2 03
42		326.56	974,963 02	0 60.50	1 91
43		17.00	99,569 16	0 56	2.24
44					
45	Ontonagon & Brule River.....	20.00	4,431 90		
46	Pontiac, Oxford & Port Austin.....	100.20	106,861 68	0 46	1 21
47	Port Huron & Northwestern.....	218 00	321,850 93	0 79.09	0 85.05
48	Saginaw, Tuscola & Huron.....	86.57	81,497 29	0 42	0 96
49	Saginaw Valley & St. Louis.....	45.10	98,879 14	0 73.52	1 03.17
50	Saginaw & Grand Rapids.....				
51	Toledo, Ann Arbor & North Michigan.....	181 39	453,294 75	0 63.01	1 56.73
52	Toledo & South Haven.....	36.60	22,426 43		
53	Traverse City.....				
54	Wabash.....	325.20	1,250,848 67		
55	Detroit, Union R. R. Depot & Station Company.....	8.34			
Commercial roads.....		12,220.22	\$61,147,874 00	\$1 14.17	\$1 53.46
ORE AND FOREST ROADS,					
1	Allegan & Lake Shore.....	5.00	3,000 00		
2	Bear Lake & Eastern.....	17.00	20,123 20		22 79
3	Buckley & Douglas.....	8.00	17,978 33		0 83.77
4	Colfax & Big Rapids.....	6.00	7,883 33		
5	Crawford & Manistee River.....	10.00	12,346 91		1 43
6	Grass Lake & Manistee River.....	8.00	8,797 96		0 66.73
7	Hancock & Calumet.....	20.86	91,478 99	\$0 61	1 72
8	Hecle & Torch Lake.....	7.50	74,100 06		1 79
9	Hobart & Manistee River.....	9.24	29,270 37		1 35
10	Lake County.....	11.00	23,447 08		
11	Manistee & Luther.....	47.50	38,899 66		
12	Mecosta.....	10.00	8,999 32		0 25.46
13	Paris & Pere Marquette River.....	16.00	22,658 70		
Ore and forest roads.....		\$175.20	\$408,378 25	\$0 71	\$1 55.25
Total for all roads.....		\$12,404.82	\$61,556,252 25	\$1 13.8	\$1 52.6

* Included with the Grand Rapids & Indiana.

† Operated but two months and leased to D. S. S. & A. R'y Co

TABULAR STATEMENT.

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ANALYSIS OF EARNINGS AND EXPENSES.—CONTINUED.

Traffic Earnings.		Operating Expenses.				Net per mile of Road Operated.		Net Earnings Per Train Mile.	Net Deficit Per Train Mile.	Line No.
Mile.	Per Mile of Road Operated.	Total.	Per Mile of Road Operated.	Per train Mile.	Percentage of Earnings.	Surplus.	Deficit.			
Total.										
\$0 53	\$640 16	\$50,660 62	\$749 42	\$0 62	117		\$57 59			1
0 92	4,204 76	224,187 72	3,776 11	0 82	89.51	\$442 45		\$0 10		2
1 14	10,247 27	2,515,384 76	7,414 83	0 82	72.31	2,839 50		0 82		3
1 33.21	6,569 00	16,010,266 61	3,875 40	0 78.58	58.99	2,694 20		0 54.63		4
1 17	3,402 86	1,064,629 32	2,571 94	0 88	75.29	844 07		0 29		5
0 68	1,132 42	189,611 86	894 94	0 54	79.02	237 63		0 14		6
0 95.9	2,759 03	348,596 44	2,120 41	0 73.70	76.85	638 61		0 22.3		7
1 08	2,151 45	263,866 79	1,209 67	0 61	56.23	941 78		0 47		8
1 14	6,319 10	863,615 92	4,569 40	0 83	72.31	1,749 70		0 32		9
1 25.52	4,243 14	666,114 55	2,595 80	0 76.79	60.68	1,681 93		0 49.76		10
1 29.6	4,085 21	892,822 46	2,536 42	0 60.50	60	1,627 63		0 51.60		11
1 14	6,500 00	1,670,933 82	4,595 90	0 81	68.66	2,004 10		0 86		12
										13
										14
										15
										16
										17
1 25	5,294 09	1,666,101 77	3,530 18	0 83	65.70	18 42		0 44		18
1 82	18,746 37	11,029,798 17	8,222 72	1 09	58.59	5,726 83		0 76		19
										20
										21
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										23
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										25
02.10	3,152 33	19,781 36	1,411 53	0 94	45	1,740 80		1 16		26
1 00.40	294 14	46,609 93	298 80	1 01.90	98	5 88		0 03		27
										28
2 16	1,344 00	21,019 94	987 77	1 59	73.46	356 83		0 57.50		29
0 79	1,520 82	127,063 61	1,204 40	0 63	79.21	315 92		0 16		30
1 41	9,214 83	9,875,246 50	6,424 43	0 99	69.72	2,790 41		0 43		31
										32
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										40
1 59	5,370 23	1,940,357 66	3,275 97	0 96.9	61.1	2,094 15		0 62		41
1 22	3,424 56	635,903 33	2,228 11	0 79	65	1,192 13		0 42.50		42
1 27	5,857 01	56,121 21	3,301 25	0 71	51	3,091 81		0 67		43
										44
	221 59	5,336 18	266 81	1 20.40			45 21			45
0 73.11	1,059 10	83,583 45	835 84	0 57.72	78.92	223 26		0 15.42		46
0 82	1,474 08	213,753 57	980 52	0 54.08	65.15	524 84		0 29.02		47
0 60.44	1,224 23	61,112 79	918 02	0 45.10	74.63	312 11		0 15.33		48
0 85.52	2,192 44	76,566 17	1,697 70	0 66.22	76.73	514 81		0 30.08		49
										50
1 06.55	2,670 06	342,605 87	1,892 85	0 75.53	63.94	1,067 12		0 42.58		51
0 60.95	612 74	8,518 61	280 08	0 25.49	42.44	352 66		0 34.56		52
										53
	4,483 33	1,068,202 33	3,721 16		82	762 17				54
										55
\$1 42.13	\$6,635 57	\$51,968,351 82	\$4,251 16	\$0 80.88	64.62	\$2,384 41		0 59.50		
	\$600 00	\$3,000 00	\$600 00		100					1
\$2 79	2,495 47	11,644 04	646 89	\$1 61	55	\$470 95		\$1 17		2
0 85.77	2,247 29	16,317 74	2,039 73	0 77.85	90.76	207 57		07.94		3
	738 33	7,059 38	705 93		95.61	32 40				4
1 43	1,234 69	6,235 50	623 55	0 71.66	50.50	611 14		0 70.33		5
0 68.75	1,099 74	8,797 98	1,099 74	0 63.75	100					6
1 14	4,493 07	62,862 22	3,087 53	0 78	35	1,405 54		0 35		7
1 76	9,888 00	74,160 05	9,888 00	1 76	100					8
1 82	3,167 77	32,687 52	3,537 61	2 04	211		\$369 84		\$0 20	9
	2,131 55	20,427 66	1,857 06		87	274 47				10
	1,499 91	45,695 92	771 29		51.40	728 62				11
0 35.46	1,043 51	11,931 36	1,193 14	0 47.60	134		149 63		0 12 12	12
	1,415 80	13,845 44	865 34		61.12	550 46				13
\$1 67	\$2,325 33	\$314,664 79	\$1,792 00		74.48	\$533 33				
\$1 40.4	\$3,574 58	\$52,303,016 61	\$4,216 84	\$0 90.09	64.15	\$2,358 24		0 50.39		

* For ten months only, M. & O. Receivership not included.

MICHIGAN RAILROAD RETURNS.

11.—TRAIN MILEAGE AND TRAFFIC.

	Train Mileage.		
	Passenger trains. Miles.	Freight trains. Miles.	Total for trains earning revenue.
1.	48,754	61	81,705
2.	136,853	49	270,302
3.	928,250	21	3,054,971
4.	6,504,969	12	20,373,227
5.	638,108	83	1,207,691
6.	152,861	89	258,900
7.	267,446	101	472,646
8.	65,744	63	423,208
9.	524,554	100	1,086,554
10.	498,998	14	906,500
11.	320,019	782,733	1,102,801
12.	845,064	1,221,634	2,066,698
13.			
14.	822,771	1,173,245	1,996,016
15.	3,871,318	6,742,311	10,613,629
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TABULAR STATEMENT

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TRAIN MILEAGE.—CONTINUED.

Passenger Traffic.						Line No.
Through passengers. Number.	Local passengers. Number.	Total passengers. Number.	Total passengers. previous year. Number.	Passengers carried 1 mile. Number.	Passengers carried 1 mile previous year. Number.	
	46,048	46,048	46,921	588,968		1
30,788	126,588	157,354	147,399	4,708,215		2
100,483	517,476	626,910	548,809	54,665,416		3
71,016	10,391,898	10,462,908	9,496,454	200,548,682		4
8,969	581,249	585,211	612,280	17,355,063		5
5,888	68,572	69,405	78,968	1,994,582		6
966	286,598	290,494	268,261	6,746,187		7
	114,246	114,246	80,828	3,972,925		8
5,046	598,588	598,638	602,222	19,186,875		9
16,109	678,917	690,017	687,724	15,201,855		10
						11
16,831	398,793	312,128	58,415	9,208,234	2,556,887	12
9,581	398,981	906,462	862,676	26,396,540	24,912,080	13
						14
						15
						16
						17
97,433	971,887	1,069,320	942,768	33,221,825	27,468,079	18
108,107	3,644,728	3,752,840	3,726,707	308,761,469	191,599,185	19
						20
						21
						22
						23
						24
						25
909	14,818	15,722	167,967	310,810	3,842,156	26
						27
						28
						29
98	808	808		12,080		30
124,857	78,588	78,631	77,991	1,158,909	1,082,240	31
	2,638,104	2,762,961	2,402,741	182,492,458	171,817,751	32
						33
						34
						35
						36
						37
						38
						39
						40
97,001	531,839	588,880	390,644	20,671,085	16,064,896	41
11,708	238,792	260,500		8,990,818		42
	102,748	102,748	120,100	761,928	697,210	43
						44
962	70,495	71,447	89,537	1,619,637	1,496,137	45
18,401	200,805	219,206	222,139	6,961,481	6,841,074	46
2,101	59,070	62,771	47,839	1,574,237	1,025,920	47
892	95,008	95,898	87,427	1,694,067	1,500,270	48
						49
980	162,219	162,479	110,208	6,017,089	2,791,029	50
	25,099	25,099	39,486	376,845	249,229	51
						52
						53
						54
						55
664,769	23,210,396	23,975,105	21,938,415	896,621,660	818,626,059	
						1
						2
						3
						4
	82,614	82,614	32,024	782,294	296,621	5
						6
						7
						8
			460		11,580	9
						10
						11
						12
	82,614	82,614	32,484	782,294	307,181	
664,769	23,292,960	24,057,719	21,970,899	896,263,964	818,923,240	

c No mileage traffic returns for 1887.

MICHIGAN RAILROAD RETURNS.

11A.—TRAFFIC.—CONTINUED.

Line No.	Railroads.	Passenger Travel		
		Average distance traveled by each passenger, miles.	Average fare paid by each passenger.	Average through rate per mile.
1	MS.....	11.70	\$0 31.55	
2		80	0 77.50	\$02.41
3		87.20	1 83	01.49
4		25.48	0 50.22	02.42
5		20.71	0 77.99	02.20
6		28.78	0 64	02.71
7		23.50	0 61	02.10
8		29.50	0 88	
9		32.06	0 79	02.48
10		25.77	0 65.08	02.48
11				
12				
13		29.50	1 04.4	02.40
14		26	0 74	02.328
15				
16				
17				
18		31.10	0 77	02.159
19	stem.....	55.00	1 34	02.072
20				
21				
22				
23	la.....			
24				
25				
26				
27		19.70	0 77.20	02.90
28				
29		15	0 40	
30		15	0 40	02.29
31		63.049	1 51	01.87
32				
33				
34				
35				
36				
37				
38				
39				
40				
41		44	1 29	02.624
42		36	0 90	01.95
43		7.81	0 29.15	
44				
45				
46		28.90	0 69	01.26
47		31.757	0 77.10	02.30
48		25.06	0 65.70	02.65
49		17.67	0 48.40	02.68
50				
51		22.90	0 87.84	02.57
52		15	0 48	
53				
54				
Commercial roads.....		29.97	\$0 89.08	
ORE AND FOREST ROADS.				
1	Allegan & Lake Shore.....			
2	Bear Lake & Eastern.....			
3	Buckley & Douglas.....			
4	Crawford & Manistee River.....			
5	Grass Lake & Manistee River.....			
6	Hancock & Calumet.....	8.86	\$0 80	
7	Hecla & Torch Lake.....			
8	Hobart & Manistee River.....			
9	Lake County.....			
10	Manistee & Luther.....			
11	Meosta.....			
Ore and forest roads.....				
Total for all roads.....		29.97	\$0 89.08	

a No report.

b Included with the G. R. & I.

TABULAR STATEMENT.

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11A.—TRAFFIC.—CONTINUED.

and Rates.		Freight Movements.				Line No.
Average local rate per mile.	Average rate per mile all passengers.	Tons of through freight moved. Number.	Tons of local freight moved. Number.	Total tons of freight moved. Number.	Total tons freight moved previous year. Number.	
	\$0 02.695		49,699	49,699	49,699	1
\$0 02.66	02.56	84,781	250,889	335,620	283,783	2
02.28	01.75	1,063,176	519,544	1,584,720	1,375,851	3
02.33	02.33	399,850	10,437,633	10,837,483	9,030,610	4
02.63	02.62	8,230	907,833	916,063	944,343	5
02.12	02.23	77,307	114,978	192,285	c 284,017	6
02.60	02.60	46,439	260,840	307,279	261,618	7
03	03		7,297,067	7,297,067	172,824	8
02.47	02.47	139,819	524,270	664,089	722,798	9
02.57	02.56	42,715	453,406	496,121	504,043	10
						11
03.50	03.50	166,530	1,160,557	1,327,087	d 241,167	12
02.669	02.656	101,027	1,678,519	1,779,546	1,883,747	13
						14
						15
						16
02.558	02.460	861,230	519,746	1,380,976	958,001	17
02.815	02.260	1,221,705	8,105,147	9,326,852	8,305,597	18
						19
						20
						21
						22
						23
						24
						25
03.90	03.90	4,271	152,559	152,559	6,858	26
			23,075	27,346	1,160,984	27
	03		50,437	50,437		28
02.70	02.70	9,696	222,828	232,524	215,695	29
02.47	02.29	1,640,659	4,378,574	6,014,233	5,845,570	30
						31
						32
						33
						34
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						38
						39
02.819	02.788	441,044	1,562,753	2,023,797	1,464,902	40
02.62	02.50	222,220	312,900	535,120		41
03.98	03.98		105,150	105,150	94,672	42
						43
						44
02.40	02.33	3,638	61,125	64,763	55,238	45
02.50	02.40	22,570	75,888	98,458	96,079	46
02.16	02.22	1,078	50,478	51,556	34,653	47
02.74	02.74	1,356	58,891	60,247	46,146	48
						49
02.67	02.66	3,478	535,615	539,093	399,823	50
03.33	03.32		24,800	24,800	8,285	51
						52
						53
						54
	\$0 02.39	6,564,769	39,910,231	46,474,990	33,436,860	
						1
						2
			60,355	60,355	54,075	3
			39,280	39,280	39,950	4
			29,250	29,250		5
\$03.39	\$03.39	343,882	343,882	343,882	206,822	6
		723,194	723,194	723,194	661,990	7
		93,744	93,744	93,744	94,192	8
		93,788	93,788	93,788	64,405	9
		118,563	118,563	118,563	88,922	10
		77,611	77,611	77,611	87,656	11
			1,534,667	1,534,667	1,358,012	
	\$0 02.39	6,564,769	41,494,888	48,059,657	34,794,872	

c Reported last year as the Michigan & Ohio.

d Reported last year as the Detroit, Mackinac & Marquette and Mackinac & Marquette.

MICHIGAN RAILROAD RETURNS.

11 a.—TRAFFIC.—CONTINUED.—FREIGHT.

Line No.	Railroads.	Mileage.		
		Through Freight.	Local Freight	Total mileage or tons moved one mile.
1	Bay View, Little Traverse & Mackinac.....	a		
2	Chicago & Canada Southern.....		100	988,800
3	Chicago, Detroit & O. G. T. Junction.....	4,933,573	03	10,694,073
4	Chicago & Grand Trunk.....	361,932,101	31	416,293,732
5	Chicago & Eastern.....	172,191,180	11	1,905,983,043
6	Chicago & Michigan.....	942,850	11	63,255,785
7	Chicago & Mackinaw.....	4,972,797	01	16,503,758
8	Chicago & Michigan.....	7,633,953	11	20,333,687
9	Chicago & Alpena.....		87	7,297,067
10	Chicago & Milwaukee.....	26,412,733	03	54,463,461
11	Chicago & Northern.....	6,691,373	19	44,333,297
12	Saginaw & Western.....			
13	Duluth, South Shore & Atlantic.....	24,253,945	38,716,198	61,072,143
14	Flint & Pere Marquette.....	18,547,471	109,363,776	125,911,247
15	Manistee.....			
16	Saginaw & Clare county.....			
17	Saginaw & Mt. Pleasant.....			
18	Grand Rapids & Indiana.....	108,702,487	36,043,707	144,746,194
19	Lake Shore & Michigan Southern System.....	543,081,909	1,300,763,987	1,843,785,896
20	Detroit, Hillsdale & Southwestern.....			
21	Detroit, Monroe & Toledo.....			
22	Fort Wayne & Jackson.....			
23	Kalamazoo, Allegan & Grand Rapids.....			
24	Kalamazoo & White Pigeon.....			
25	Michigan Central Michigan.....			
26	Michigan Central Michigan.....		1,164,406	1,164,406
27	Michigan Central Michigan.....	230,079	787,777	997,353
28	Michigan Central Michigan.....			
29	Michigan Central Michigan.....		806,902	806,902
30	Michigan Central Michigan.....	1,033,066	11,006,506	12,039,572
31	Michigan Central Michigan.....	745,986,516	694,733,980	1,340,673,176
32	Michigan Central Michigan.....			
33	Michigan Central Michigan.....			
34	Michigan Central Michigan.....			
35	Michigan Central Michigan.....			
36	Michigan Central Michigan.....			
37	Michigan Central Michigan.....			
38	Michigan Central Michigan.....			
39	Michigan Central Michigan.....			
40	Michigan Central Michigan.....			
41	Michigan Central Michigan.....	66,692,025	110,307,949	176,999,974
42	Michigan Central Michigan.....	23,304,403	23,330,848	50,135,251
43	Michigan Central Michigan.....		882,583	882,583
44	Michigan Central Michigan.....			
45	Michigan Central Michigan.....			
46	Michigan Central Michigan.....	363,300	2,271,970	2,635,270
47	Michigan Central Michigan.....	1,475,520	3,341,191	5,316,711
48	Michigan Central Michigan.....	72,839	1,923,792	2,001,131
49	Michigan Central Michigan.....	61,000	1,200,090	1,261,090
50	Michigan Central Michigan.....			
51	Michigan Central Michigan.....	582,400	27,287,763	27,870,163
52	Michigan Central Michigan.....		372,000	372,000
53	Michigan Central Michigan.....			
54	Michigan Central Michigan.....			
	Commercial roads.....	2,118,199,501	4,235,577,957	6,353,777,458
	ORE AND FOREST ROADS.			
1	Allegan & Lake Shore.....			
2	Bear Lake & Eastern.....			
3	Buckley & Douglas.....		482,840	482,840
4	Crawford & Manistee River.....			
5	Grass Lake & Manistee River.....			
6	Hancock & Calumet.....		2,380,907	2,380,907
7	Hecla & Torch Lake.....		5,461,455	5,461,455
8	Hobart & Manistee River.....		656,208	656,208
9	Lake County.....		515,794	515,794
10	Manistee & Luther.....			
11	Mecosta.....		504,471	504,471
	Ore and forest roads.....		10,001,575	10,001,575
	Total for all roads.....	2,118,199,501	4,235,579,532	6,353,779,133

a Included with G. R. & I. b No Report.

TABULAR STATEMENT.

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TRAFFIC.—CONTINUED.—FREIGHT.

Mileage.		Ton Haul.			Rates.					Line No.
Total mileage previous year.	Average through Miles.	Average local Miles.	Average all Miles.	Average amount for each ton haul.	Average per ton per mile. Through.	Average per ton per mile. Local.	Average per ton per mile. All.	Average per ton per mile previous year.		
58		19.90	19.90	\$0 50.15		\$0 02.532	\$0 02.532	\$0 02.532	1	
78	59	23	82	0 83	\$0 01	0 01	0 01	0 01.03	2	
80	330.4	123.3	262.7	1 54	0 00.52	0 00.96	0 00.59	0 00.62	3	
46	431	166	176	1 81	0 00.94	0 01.04	0 01.03	0 01.14	4	
07	114.56	67.54	87.95	0 97.06	0 01.200	0 01.432	0 01.423	0 01.43	5	
39	100	64.33	65.84	0 61	0 00.48	0 00.84	0 00.71	0 00.71	6	
41	165	48.20	65.20	0 84.06	0 00.815	0 01.685	0 01.279	0 01.21	7	
81		19.55	19.53	0 16		0 05	0 05	0 05	8	
94	189	53.53	82.01	0 98	0 00.45	0 01.91	0 01.30	0 01.21	9	
62	156.65	83.13	89.46	1 41.66	0 01.082	0 01.671	0 01.553	0 01.66	10	
23,128,908	111	32	46	0 82	0 00.96	0 02.30	0 01.70	0 01.04	11	
107,925,523	164	65	71	0 90.30	0 00.717	0 01.361	0 01.317	0 01.24	12	
									13	
									14	
									15	
									16	
									17	
117,770,778	136.20	89.30	104.20	1 16	0 00.958	0 01.568	0 01.109	0 01.149	18	
1,592,044,793	444.50	190.50	197.7	1 32.46	0 00.603	0 00.697	0 00.670	0 00.689	19	
									20	
									21	
									22	
									23	
									24	
									25	
37,719		7.68	7.68	0 29		0 04	0 04	0 12	26	
39,976,437	64	33	37		0 05.73	0 02.47	0 03.23	0 02.70	27	
									28	
									29	
70,643,103	106	49	52	0 55	0 00.81	0 01.03	0 01.01	0 01.09	30	
1,157,413,024	455	186	223	0 68	0 00.543	0 00.886	0 00.694	0 00.686	31	
				1 55					32	
									33	
									34	
									35	
									36	
									37	
									38	
									39	
									40	
105,810,580	151	112	87.5	1 20	0 00.978	0 01.603	0 01.367	0 01.64	41	
	150	78	105	1 34	0 00.944	0 01.763	0 01.277		42	
683,176		8.39	8.39	0 64.76		0 07.71	0 07.71	0 06.25	43	
									44	
									45	
									46	
2,890,971	100	37.2	40.7	0 98	0 01.28	0 02.59	0 02.41	0 02.50	47	
4,529,817	63.37	50.80	54	1 30	0 01.71	0 02.87	0 02.40	0 02.75	48	
1,207,019	67	38.21	38.81	0 83.49	0 03.07	0 03.12	0 02.15	0 02.66	49	
1,025,487	45	20.38	20.93	0 80.43	0 03.911	0 03.399	0 03.643	0 04.30	50	
									51	
18,873,238	167.46	50.95	51.70	0 57.23	0 01.25	0 01.10	0 01.10	0 01.29	52	
41,523		15	15	0 34		0 02.80	0 02.30		53	
									54	
5,341,567,893	322.66	105.87	136.50	\$1 21.10			\$0 00.871	\$0 00.886		
378,525		8	8	\$0 29.79		\$0 03.72	\$0 03.72	\$0 04.27	1	
299,625								0 13.53	2	
490,476								0 01.88	3	
1,833,167		7	7	0 19.08		0 02.75	0 02.75	0 03.50	4	
4,964,325		7.50	7.50	0 10.13		0 01.35	0 01.35	0 01.30	5	
659,314		7	7	0 31.20		0 04.40	0 04.40	0 03.50	6	
332,025		5.50	5.50	0 25		0 04.54	0 04.54	0 04.35	7	
2,223,050									8	
745,075		6.50	6.50	0 11		0 01.78	0 01.78	0 01.79	9	
									10	
									11	
11,896,053		6.31	6.31	\$0 24.06			\$0 03.81	\$0 02.73		
5,353,483,966	322.66	103.07	132.20	\$1 17.9			\$0 01.090	\$0 00.690		

MICHIGAN RAILROAD RETURNS.

12.—TONNAGE AND COMMODITIES MOVED.

*Line No.	Railroads.	Grain—Tons. 9.85 Per Cent.	Provisions, Meats, etc., Tons. 2.55 Per Cent.	Flour—Tons. 2.45 Per Cent.
1	H			
2	H	8,266	1,831	284
3	H	88,697	12,673	25,540
4	H	249,474	379,079	74,535
5	H	1,567,171	186,790	184,236
6	H	30,998	1,138	10,416
7	H	16,677	635	4,557
8	H	87,065	4,037	11,430
9	H	2,918	1,957	897
10	H	106,310	3,469	100,863
11	H	44,111	1,563	15,315
12				
13	D	2,680	6,839	2,774
14	D	35,859	53,994	52,787
15				
16				
17				
18	G	46,984	5,697	13,637
19	L	953,985	310,967	318,231
20				
21				
22				
23				
24				
25				
26	M			
27	M	744	621	223
28				
29	M			
30	M	34,425	872	15,135
31	M	521,366	190,901	203,115
32				
33				
34				
35				
36				
37				
38				
39				
40				
41	M	20,550	13,234	11,347
42	M	50,292	9,953	6,739
43	M	1,416	8,368	1,374
44	M			
45	O			
46	P	10,398		1,412
47	P	35,576	8,634	
48	S	2,368	674	189
49	S	8,695	579	973
50				
51	T	38,064	800	24,456
52	T	1,813	46	175
53	T			
54	W			
55	D			
	Company			
	Commercial roads	3,646,642	1,053,920	1,065,436
	ORE AND FOREST ROADS.			
1	Allegan & Lake Shore			
2	Bear Lake & Eastern			
3	Buckley & Douglas			
4	Crawford & Manistee River			
5	Grass Lake & Manistee River			
6	Hancock & Calumet	713	649	606
7	Hecla & Torch Lake			
8	Hobart & Manistee River			
9	Lake County			
10	Manistee & Luther			
11	Meosta			
	Ore and forest roads	713	649	606
	Total for all roads	3,247,355	1,054,569	1,066,101

a Included with Grand Rapids & Indiana.
b No report.

TABULAR STATEMENT.

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TONNAGE AND COMMODITIES MOVED.—CONTINUED.

Animals—Tons. 8.17 Per Cent.	Other Agricultural Products—Tons. 2.71 Per Cent.	Lumber and Forest Products—Tons. 22.87 Per Cent.	Coal—Tons, 12.84 Per Cent.	Plaster, Cement, and Lime—Tons. 0.09 Per Cent.	Salt—Tons. 1.46 Per Cent.	Line No.
						1
2,596	2,806	17,909	1,984	575	249	2
8,294	23,483	29,514	51,551	661	1,556	3
31,470	89,851	125,690	155,421	6,247	31,834	4
486,184	365,258	1,213,611	1,515,448	85,943	46,158	5
3,967	18,977	551,903	65,456	18,733		6
3,535	3,113	15,598	122,970	1,156	106	7
8,796	6,202	118,999	33,030	4,077	553	8
524	2,066	345,363	2,080	196	3,179	9
20,213	26,615	145,399	58,249	11,411	3,405	10
11,850	19,186	310,250	15,070	4,945	5,300	11
						12
3,881	10,889	149,562	36,922	1,062	265	13
8,926		1,256,429	42,212	806	205,907	14
						15
						16
						17
10,540	50,829	859,786	56,547	19,950	4,188	18
442,473	291,707	898,823	1,769,320	112,928	47,272	19
						20
						21
						22
						23
						24
						25
		150,121				26
57	458	19,461	1,285	20	18	27
						28
		50,146				29
3,127	15,142	42,966	42,966	508	493	30
237,295	105,907	1,658,804	957,329	8,414	238,514	31
						32
						33
						34
						35
						36
						37
						38
						39
5,963	7,293	452,598	82,207	2,556	1,559	40
4,258		204,353	81,852		5,185	41
1,248	2,304	53,245	8,567			42
						43
						44
1,594	7,514	27,085	5,423	504	2,052	45
4,424	6,456	16,853				46
69		21,005	52	1,666	93	47
359	1,753	30,734	777	933	5,135	48
						49
1,668	16,362	66,812	248,086	3,511	576	50
702	950	1,650	406	156	126	51
						52
						53
						54
						55
1,308,525	1,074,081	8,834,639	5,255,160	286,999	603,721	
						1
						2
		60,355				3
		39,280				4
		29,250				5
6	142	63,664	5,852			6
	39,967	16,000	27,398			7
		93,744				8
		93,788				9
	656	117,907				10
		77,611				11
6	40,785	591,599	33,250			
1,308,531	1,114,866	9,426,238	5,288,410	286,999	603,721	

MICHIGAN RAILROAD RETURNS.

12A.—TONNAGE AND COMMODITIES MOVED.—CONTINUED.

[illegible]

^a Included with Grand Rapids & Indiana.
^b No report.

1

[illegible]

12.—EQUIPMENT.

Line No.	Railroads.	Estimated Value.	Locomotives	Passenger Cars,	Baggage, Mail, and
			all classes.	all classes.	Express Cars.
			Number.	Number.	Number.
1	Bay View, Little Traverse & Mackinac	a			
2	Chicago & Canada Southern	b			
3	Chicago, Detroit & C. G. T. Junction	a			
4	Chicago & Grand Trunk	\$1,106,960 00	128	26	16
5	Chicago & Northwestern	10,676,820 00	786	314	113
6	Chicago & West Michigan	630,575 00	47	39	23
7	Cincinnati, Jackson & Mackinaw	184,150 00	18	10	3
8	Cincinnati, Wabash & Michigan	863,745 00	18	13	6
9	Detroit, Bay City & Alpena	293,400 00	17	6	2
10	Detroit, Grand Haven & Milwaukee	305,390 00	41	34	11
11	Detroit, Lansing & Northern	587,250 00	41	29	13
12	Saginaw & Western				
13	Duluth, South Shore & Atlantic	1,661,387 61	76	26	4
14	Flint & Pere Marquette	1,962,230 00	80	69	17
15	Manistee				
16	Saginaw & Cla				
17	Saginaw & Mt.				
18	Grand Rapids & Lake Shore	1,396,800 00	63	47	24
19	Lake Shore & Michigan Southern System	2,748,725 00	386	183	74
20	Detroit, Hillsd				
21	Detroit, Monroe				
22	Fort Wayne & Kalamazoo				
23	Kalamazoo, Al				
24	Kalamazoo & White Pigeon				
25	Northern Central Michigan				
26	Manistique	26,032 25	1		
27	Marquette, Houghton & Ontonagon	857,000 00	53	13	6
28	Marquette & Western				
29	Mason & Oceana	82,251 70	4	1	
30	Michigan Air Line Railway	36,400 00	2	1	1
31	Michigan Central System	7,001,475 00	404	205	77
32	Canada Southern Bridge				
33	Detroit & Bay City				
34	Grand River Valley				
35	Jackson, Lansing & Saginaw				
36	Kalamazoo & South Haven				
37	Michigan Air Line R. R.				
38	Michigan Midland & Canada				
39	Saginaw Bay & Northwestern				
40	Toledo, Canada Southern & Detroit				
41	Milwaukee, Lake Shore & Western	1,506,200 00	98	43	16
42	Milwaukee & Northern	426,908 00	26	23	9
43	Mineral Range	73,380 20	5	4	2
44	Muskegon, Grand Rapids & Indiana	a			
45	Ontonagon & Brule River		1	1	
46	Pontiac, Oxford & Port Austin	88,885 00	5	7	1
47	Port Huron & Northwestern	396,406 00	13	22	6
48	Saginaw, Tuscola & Huron	108,750 00	8	7	3
49	Saginaw Valley & St. Louis	25,250 00	3	2	1
50	Saginaw & Grand Rapids				
51	Toledo, Ann Arbor & North Michigan	553,636 00	39	13	4
52	Toledo & South Haven	25,460 00	3	3	
53	Traverse City	a			
54	Wabash				
Commercial roads		\$22,875,367 85	2,426	1,126	439
ORE AND FOREST ROADS.					
1	Allegan & Lake Shore	\$3,400 00	1		
2	Bear Lake & Eastern				
3	Buckley & Douglas	3,025 00	2		
4	Crawford & Manistee River	9,015 00	1		
5	Grass Lake & Manistee River	8,600 00	1		
6	Hancock & Calumet	74,203 83	5	4	1
7	Hecla & Torch Lake	72,300 00	9	1	
8	Hobart & Manistee River	5,400 00	2		
9	Lake County	21,000 00	4		
10	Manistee & Luther	69,511 00	5	1	
11	Mecosta	7,434 00	2		
12	Paris & Pere Marquette River	30,660 00	3		
Ore and forest roads		\$296,438 83	35	4	1
Total for all roads		\$23,171,806 68	2,473	1,142	440

a Included with Grand Rapids & Indiana.

b Included with L. S. & M. S. R'y.

TABULAR STATEMENT.

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18.—EQUIPMENT.—CONTINUED.

Box Freight Cars.	Stock Cars.	Platform and Coal Cars.	Ore Cars.	Conductors' Way Cars.	All other Cars.	Total Cars	Locomotives Equipped with Train. Brake.	Cars Equipped with Power Brake.	Line No.
Number.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	
									1
									2
									3
623	215	275		63	12	1,230	48	42	4
12,566	1,914	3,647	4,198	417	266	23,434	469	539	5
798	5	1,004		21	232	2,116	33	52	6
391	20	162			36	622	5	18	7
335	18	178		9	3	562	16	18	8
88		310		5	300	660	17	7	9
362	44	199		21	29	700	17	45	10
404	41	549		27	5	1,068	20	42	11
									12
78	4	808	3,684	8	148	4,760	28	30	13
1,497	8	1,334		6	235	3,163	28	63	14
									15
									16
									17
1,851	50	1,607		45	11	3,135	87	71	18
10,894	1,589	1,514	3,155	265	254	17,928	466	183	19
									20
									21
									22
									23
									24
									25
		57				57			26
25		144	2,884	2	82	3,155	7	18	27
									28
1		24			90	116	1		29
18		4				24	1	2	30
7,840	1,836	2,964		267	186	12,415	162	205	31
									32
									33
									34
									35
									36
									37
									38
									39
									40
1,800	55	780	850	43	32	3,118	66	54	41
453	10	207	25	12		744	24	32	42
22		58		1	4	91	2	3	43
									44
2		15		1		19			45
45	4	61		1	1	120	3	8	46
164	24	80		1	2	299		28	47
82	9	108		1		205	8	10	48
10		40		1		54	2	3	49
									50
330		275		11	8	841	14	18	51
12		16			12	43	2	3	52
									53
									54
39,341	5,396	16,415	14,796	1,218	1,948	80,679	1,476	1,506	
					14	14			1
					31	31			2
					33	33			3
					26	26			4
15		28	55		28	131	1	4	5
4		53	204		9	271			6
		6			36	42	2		7
					40	40			8
8		18			211	233	5		9
		1			35	36			10
		3			62	65			11
									12
23		109	259		525	922	8	4	
39,363	5,396	16,524	15,055	1,218	2,473	81,606	1,484	1,510	

• Equipment supplied by Grand Trunk of Canada. • Equipment supplied by Wabash Western.

MICHIGAN RAILROAD RETURNS.

14.—STATIONS AND EMPLOYÉS.

Line No.	Railroads	Stations.		Employés.	
		Total.	In Michigan.	Total.	In Michigan.
1	Alg.	14	13	282	270
2		13	13	282	270
3		82	50	2,567	1,515
4		677	39	16,915	1,008
5		118	112	1,819	1,280
6		26	23	316	198
7		40	8	349	29
8		80	80	850	860
9		37	37	1,025	1,005
10		71	71	925	925
11					
12					
13		59	59	1,342	1,342
14		93	96	1,980	1,950
15					
16					
17					
18		167	152	2,001	1,905
19	stem	209	90	11,380	1,707
20					
21					
22					
23	Is				
24					
25					
26				24	24
27		24	24	309	309
28					
29		3	3	11	21
30		20	20	178	171
31		200	126	2,009	5,552
32					
33					
34					
35					
36					
37					
38					
39					
40					
41		108	8	2,086	286
42		65	10	755	101
43		4	4	60	60
44					
45		3	3	11	11
46		28	23	115	115
47		55	55	301	301
48		17	17	73	73
49		17	17	73	73
50					
51		39	37	494	397
52		6	6	18	18
53					
54		49	17	623	302
Commercial roads.....		2,481	1,231	55,184	21,445
ORE AND FOREST ROADS.					
1	Allegan & Lake Shore.....	2	2	9	9
2	Bear Lake & Eastern.....				
3	Buckley & Douglas.....	2	2	30	30
4	Crawford & Manistee River.....	2	2	31	31
5	Grass Lake & Manistee River.....	2	2	23	23
6	Hancock & Calumet.....	5	5	70	70
7	Hecla & Torch Lake.....	3	3	50	50
8	Hobart & Manistee River.....	3	3	40	40
9	Lake County.....	2	2	15	15
10	Manistee & Luther.....	10	10	60	60
11	Mecosta.....	2	2	10	10
12	Paris & Pere Marquette River.....	4	4	15	15
Ore and forest roads.....		36	36	331	323
Total for all roads.....		2,517	1,267	55,515	21,800

* Included with Grand Rapids & Indiana Railroad.

TABULAR STATEMENT.

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STATIONS AND EMPLOYÉS.—CONTINUED.

Employés Classified.									Line No.
Baggage-men.	Brakes-men.	Conduc-tors.	Engineers.	Firemen.	Laborers.	Shopmen.	Yardmen.	Others.	
									1
									2
4	21	14	14	11	99	12	29	78	3
28	154	81	121	110	673	533	123	740	4
291	1,189	617	928	949	5,227	1,747	740	5,277	5
18	87	44	53	53	523	188	30	323	6
3	8	6	15	15	88	24	8	49	7
4	18	11	16	16	120	80	3	81	8
5	53	21	28	25	102	37		84	9
25	53	32	44	42	391	67	94	277	10
9	47	26	41	41	305	191	18	248	11
									12
14	71	35	50	76	617	163	56	267	13
18	140	79	91	92	665	870	74	421	14
									15
									16
									17
21	107	60	89	90	836	330	38	430	18
187	535	248	530	529	1,916	650	945	5,840	19
									20
									21
									22
									23
									24
									25
									26
5	28	7	20	26	111	120	10	72	27
									28
									29
3	12	7	11	10	80	6	1	43	30
70	567	306	456	466	2,554	862	655	3,163	31
									32
									33
									34
									35
									36
									37
									38
									39
									40
16	173	66	93	98	690	259	84	569	41
9	42	25	31	51	203	91	40	263	42
4	5	2	5	5	14	8	5	12	43
									44
	1	1	1	1	5				45
2	4	3	3	3	55	20		25	46
5	13	9	9	9	140	68	10	120	47
	6	4	4	4	84			21	48
1	7	3	3	3	16			40	49
									50
10	47	24	25	26	127	72	29	104	51
1	1	2	2		12				52
									53
16	62	40	55	55	250	135	39	187	54
753	3,401	1,773	2,733	2,806	15,853	6,033	3,030	18,727	
									1
									2
									3
									4
									5
	6	3	5	5	20	6	5	20	6
									7
									8
									9
									10
									11
									12
	6	3	5	5	20	6	5	20	
753	3,407	1,780	2,738	2,811	15,873	6,039	3,035	18,747	

15.—PERMANENT WAY.

Line No.	Railroads.	Bridge Structures.							
		Wooden.		Stone or Iron.		Combination.		Trusses.	
		No.	Length. Feet.	No.	Length. Feet.	No.	Length. Feet.	No.	Length. Feet.
1		5	876	6	864			8	1,346
2		88	5,006	9	562				
3		10	2,450	8	848	2	862	191	20,126
4		10	1,812	1	216	2	1,121	180	22,627
5		1	144					71	20,120
6		1	60					17	1,700
7		10	1,865	3	436	2	1,437	9	2,276
8		86	2,372	20	3,021			27	3,362
9				20	1,706			31	2,391
10		86	12,070	4	275	7	569	60	12,124
11		21	2,027	2	328	7	665	85	12,546
12									
13									
14									
15									
16									
17									
18		11	1,217	2	262	7	1,091	190	12,226
19		20	2,963	3	262	2	305	57	9,345
20									
21									
22									
23									
24									
25									
26		2	300					3	600
27		67	5,784	5	264	3	297	22	7,220
28									
29		8	480						
30		18	1,265						
31		224	16,592	27	4,860	4	2,227	77	7,706
32									
33									
34									
35									
36									
37									
38									
39									
40									
41		28	2,560					7	1,126
42		4	2,808	1	117			6	2,722
43									645
44									
45									
46		3	310					16	1,610
47		41	5,142	1	360				
48		11	1,257						
49		6	608						
50									
51		99	1,084			1	312	56	7,019
52									
53		11	1,140						
54									
55						3	480	42	5,100
Commercial roads.....		632	75,696	116	14,100	30	9,536	1,168	161,862
ORE AND FOREST ROADS.									
1	Allegan & Lake Shore	3	30					1	600
2	Bear Lake & Eastern	2	94					2	700
3	Buckley & Douglas								
4	Colfax & Big Rapids							3	600
5	Crawford & Manistee River								
6	Grass Lake & Manistee River								
7	Hancock & Calumet			3	560			17	4,450
8	Hecla & Torch Lake							5	2,050
9	Hobart & Manistee River							2	600
10	Lake County	2	650						
11	Manistee & Luther	3	150					1	60
12	Mecosta								
13									
14	Paris & Pere Marquette River							1	123
Ore and forest roads.....		11	926	3	560			23	10,167
Total all roads.....		643	76,624	119	14,760	30	9,536	1,200	172,029

* Included with the Grand Rapids & Indiana.

TABULAR STATEMENT.

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PERMANENT WAY.—CONTINUED.

Draw Bridges.		Totals.		Railroad Crossings.			Highway and Street Crossings.						Line No.
No.	Length. Feet.	No.	Length. Feet.	At Grade. No.	Over or under. No.	Total. No.	At Grade. No.	With Gate or Signal. No.	Over or under. No.	18 feet or over above track. No.	Less than 18 feet above track. No.	Total. No.	
		18	2,222	5		5	121		3	2	1	124	1
1	119	7	1,043	5		5	90	1				90	2
		92	6,248	12	1	13	263	4	9	4	5	272	3
		215	23,276	6	4	10	82	6	4		4	86	4
6	287	199	25,562	10	1	11	470	23	20	7	13	490	5
		72	20,273	9	2	11	158	1	2		2	160	6
		20	1,760		2	2	42	1	2	1	1	44	7
		23	5,613				68					68	8
2	135	49	6,508	11	1	12	247	25	22	7	15	299	9
		89	7,558	7	2	9	349	6	12	7	5	361	10
		157	26,038	11	1	12	115	21	13	2	11	128	11
1	815	116	16,934	17		17	442	14	9	7	2	451	12
													13
													14
													15
													16
1	179	210	16,518	21	2	23	487	27	6	5	1	493	17
		92	13,994	32	1	33	749	29	12	6	6	761	18
													19
													20
													21
													22
													23
													24
		5	900	1		1	2					2	25
		107	13,755	9	1	10	96	20	11	2	9	107	26
													27
		8	450				9					9	28
52	5,380	70	6,595	6		6	131	1	2	2		133	29
		342	84,495	34	3	37	1,031	65	52	32	20	1,083	30
													31
													32
													33
													34
													35
													36
													37
													38
													39
		35	3,678		1	1	17	1				17	40
		5	9,655	5	1	6	13		1	1		14	41
1	180	7	825	2		2	18		2	1	1	20	42
													43
													44
		21	1,720	3	1	4	103		1	1		104	45
1	140	43	5,663	5		5	272	1	1		1	273	46
1	43	12	1,330	2		2	79					79	47
		6	606	1		1	59					59	48
													49
		155	8,365	9	2	11			2	1	1	2	50
													51
		11	1,140	1		1	21					21	52
													53
		45	5,589	8		8	146	9	1	1		147	54
													55
66	6,723	2,221	268,313	232	26	258	5,680	255	187	89	98	5,867	
		4	630				3			1		3	1
		5	798				13		1			14	2
													3
		3	500	2		2	5					5	4
							3					3	5
							4					4	6
		20	5,010	1		1	12		1	1		13	7
		5	3,059	1		1	6	2		1		6	8
		2	685				1					1	9
		2	650	1		1							10
		4	210	2		2							11
					1	1	5					5	12
		1	183	1		1	12					12	13
		46	11,673	8	1	9	64	2	2	3		66	
66	6,723	2,267	379,986	240	27	267	5,744	257	189	92	98	5,933	

TABULAR STATEMENT.

675

PERMANENT WAY.—CONTINUED.

Maintenance.						Renewals of Ties.			Line No.
Trestles re- placed with earthworks. Linear feet.	Track sections in Mich. No.	Average Length of track sec- tions. Miles.	Average No. of men to each section.	Track renewals. New rails laid in Mich.		Entire Line. No.	In Mich. No.	Average No. per mile in Mich.	
				Tons of rail.	Miles.				
	9	6.99	8			18,482	17,862	279	1
	13	4.50	4			4,505	4,505	76	2
286	45	5.00	5	1,545.00	14.72	152,779	75,799	387	3
	53	6.50	4	14,319.00	143.00	1,044,011	64,454	254	4
2,461	78	5.50	3	1,000.00	11.00	193,280	184,089	467	5
	14	9.00	4			45,484	45,484	342	6
710	6	6.00	3	2,160.00	24.00	29,258	1,200	178	7
983	26	7.50	4						8
	37	5.10	4	2,053.00	19.50	114,749	114,749	607	9
144	56	5.50	3	900.00	10.35	90,638	90,638	338	10
									11
1,050	62	6.00	9	1,524.00	16.20	100,703	100,703	286	12
24	77	5.00	4	31.99	31.83	195,606	195,606	195,606	13
									14
									15
									16
260	10	4.40	4	10.74		224,692	201,692	557	17
	90	5.88	5			614,596	174,278	458	18
									19
									20
									21
									22
									23
									24
	2	6.00	10	383.00	6.00				25
	22	4.88	5						26
									27
	4	5.00	5						28
	21	5.00	3			5,125	5,125	49	29
342	237	4.50	4	7,046.00	68.38	897,782	558,317	530	30
									31
									32
									33
									34
									35
									36
									37
									38
									39
	14	6.00	3	3,281.00	.84	171,651	171,651	315	40
	10	5.70							41
	3	6.00	4			921	921	53	42
									43
									44
	16	6.28	3	1.25	.01	1,114	1,114	11	45
	33	7.00	4	304.00	5.53	55,224	55,224	253	46
	11	6.00	3	37.00	.61	13,710	13,710	206	47
	7	5.63	3			10,509	10,509	233	48
									49
800	24	7.00	4	2,784.00	63.23	21,079	17,685	120	50
	6	6.00	2			3,610	3,610	180	51
									52
	12	6.80	7			60,639	19,805	290	53
									54
6,010	1,008	5.82	4.40	37,379.98	414.75	4,070,120	2,128,205		
	1	5.00	3			250	250	50	1
	1	17.00	5	63.00	1.33	4,000	4,000	3,300	2
									3
	1	6.00	4			18,000	18,000	3,000	4
	1	6.00				1,000	1,000	100	5
	1	8.00	5			300	300	87	6
	4	5.00	6			475	475	23	7
	1	7.50	3			2,000	2,000	24	8
	1	9.24	4						9
	1	11.00	6	56.00	1.00	6,000	6,000	545	10
	5	10.00	4	2,795.00	42.75	44,425	44,425	2,700	11
	1	6.50	4			2,500	2,500	250	12
	1	16.00	6			1,800	1,800	112	13
	19	5.93	4.58	2,918.00	45.08	80,750	80,750		
6,010	1,022	5.71	4.47	38,292.98	459.83	4,150,870	2,228,950	381	

MICHIGAN RAILROAD RETURNS.

15b.—PERMANENT WAY.

Line No.	Railroads.	Renewals of Timber Culverts.			
		With Stone, or Iron Pipe. Number.	With Sewer Pipe. Number.	With Timber. Number.	Total Number.
1	Bay View, Little Traverse & Mackinac.....	8			
2	Chicago & Canada Southern.....				
3	Chicago, Detroit & O. G. T. Junction.....	14			14
4	Chicago & Grand Trunk.....	4		44	48
5	CI				
6	CI	17	6	1	24
7	CI				
8	CI			15	15
9	CI				
10	CI	1		5	6
11	CI	3	8	1	12
12	CI				
13	CI			21	21
14	CI	1		10	11
15	CI				
16	CI				
17	CI		4	6	10
18	CI			20	20
19	CI				
20	CI				
21	CI				
22	CI				
23	CI				
24	CI				
25	CI				
26	CI				
27	CI				
28	CI				
29	CI				
30	CI	2			2
31	CI				
32	CI				
33	CI				
34	CI				
35	CI				
36	CI				
37	CI				
38	CI				
39	CI				
40	CI				
41	CI				
42	CI				
43	CI				
44	CI				
45	CI				
46	CI			1	1
47	CI			8	8
48	CI				
49	CI	1	2		3
50	CI				
51	Saginaw & Grand Rapids.....				
52	Toledo, Ann Arbor & North Michigan.....			13	13
53	Toledo & South Haven.....				
54	Traverse City.....				
55	Wabash.....			6	6
Commercial roads.....		46	15	167	228
ORE AND FOREST ROADS.					
1	Allegan & Lake Shore.....				
2	Bear Lake & Eastern.....				
3	Buckley & Douglas.....				
4	Crawford & Manistee River.....				
5	Grass Lake & Manistee River.....				
6	Hancock & Calumet.....				
7	Hecla & Torch Lake.....				
8	Hobart & Manistee River.....				
9	Lake County.....				
10	Manistee & Luther.....				
11	Mecosta.....				
Ore and forest roads.....					
Total for all roads.....		46	15	167	248

TABULAR STATEMENT.

677

PERMANENT WAY.—CONTINUED.

New Bridges.								Line No.
Wooden.		Iron or Stone.		Combination.		Total Number.	Total Feet.	
Number.	Feet.	Number.	Feet.	Number.	Feet.			
								1
								2
								3
								4
61	4,432					61	4,432	5
8	1,129					8	1,129	6
								7
1	160					1	160	8
		1	391			1	391	9
								10
6	375					6	375	11
								12
12	1,171					12	1,171	13
								14
								15
								16
								17
						87		18
3	264					8	264	19
								20
								21
								22
								23
								24
								25
								26
								27
								28
								29
		1	206			1	206	30
								31
								32
								33
								34
								35
								36
								37
								38
								39
								40
								41
								42
								43
								44
								45
								46
								47
								48
								49
								50
6	775					6	775	51
								52
1	63					1	63	53
								54
98	8,399	2	597			137	8,996	
								1
1	48					1	48	2
								3
								4
								5
								6
								7
								8
								9
								10
								11
1	48					1	48	
99	8,417	2	597			138	9,014	

10.—TAXES.

[Line No.]	Miles of Road Operated in Michigan.	Taxable Income reported for Michigan.	Taxable Income per Mile of Road Operated.	Per Cent of Taxation on Taxable Income.	Total Taxes Assessed for Michigan.	Taxes per Mile of Road Operated in Michigan.	[Line No.]
1	6.70	\$7,244.87	\$1,081.18	2	\$144.90	\$25.42	1
2	68.94	40,291.96	584.61	2	808.84	12.00	2
3	59.37	250,455.64	4,218.56	2.05	6,138.87	96.55	3
4	224.00	2,290,845.91	10,223.77	2.61	59,945.38	267.61	4
5	351.26	1,835,718.63	5,226.56	2.55	72,441.06	206.48	5
6	379.48	1,298,307.08	3,416.01	2	25,936.14	68.33	6
7	150.00	198,446.20	1,322.64	2	3,976.98	26.51	7
8	33.40	32,161.78	2,759.08	2	1,843.08	55.18	8
9	197.40	469,296.68	2,361.45	2	9,385.98	47.59	9
10	189.00	1,191,309.36	6,319.09	2.10	25,171.40	133.18	10
11	203.17	1,147,169.99	5,647.73	2.08	23,688.00	116.58	11
12	160.00	416,759.67	2,604.75	2.02	8,365.19	52.29	12
13	303.57	2,863,980.00	9,432.28	2.47	66,374.30	218.65	13
14							14
15							15
16							16
17							17
18							18
19	261.84	2,061,760.41	7,871.00	2.36	47,489.91	181.19	19
20	115.95	3,899,805.78	33,742.57	1.38	46,743.60	405.13	20
21	66.31	38,642.78	582.68	2	772.65	11.53	21
22	54.67	462,488.75	8,457.72	2.68	11,687.71	213.78	22
23	44.54	97,631.36	2,196.48	2	1,566.68	35.22	23
24	58.43	152,857.75	2,617.05	2	3,067.76	52.50	24
25	30.67	109,589.24	3,574.54	2	2,071.72	67.85	25
26	61.14	108,320.76	1,771.63	2	2,105.43	34.44	26
27							27
28	14.00	44,132.69	3,152.33	2	683.65	48.84	28
29	180.97	1,016,378.24	5,620.81	2.44	24,805.45	137.10	29
30	16.92	52,387.08	3,096.10	2	1,047.74	61.92	30
31	21.23	28,613.21	1,344.65	2	572.25	26.89	31
32	106.69	160,393.81	1,520.33	2	3,307.87	30.99	32
33	221.00	4,559,326.70	20,494.70	2.97	134,053.20	606.71	33
34	8.86	1,728.17	473.18	2	34.56	3.94	34
35	168.25	718,443.71	4,215.74	2.15	15,459.31	91.47	35
36	93.79	818,343.56	8,607.64	4.61	14,994.00	178.23	36
37	296.10	1,425,032.56	4,813.64	2.17	30,978.43	104.97	37
38	30.50	54,106.31	1,809.88	2	1,032.13	33.81	38
39	100.10	142,480.46	1,405.95	2	2,349.61	23.50	39
40	14.69	6,807.46	443.83	2	130.15	8.87	40
41	66.53	84,086.70	1,263.24	2	1,681.78	25.19	41
42	47.27	483,578.95	9,803.98	2.59	12,016.40	254.20	42
43	99.48	534,220.61	5,371.89	2.35	12,047.73	121.10	43
44	15.38	52,498.50	3,424.38	2	1,049.97	68.48	44
45	17.00	108,641.97	6,340.05		2,580.46	151.19	45
46							46
47							47
48							48
49							49
50							50

MICHIGAN RAILROAD RETURNS.

17.-ACCIDENTS-GENERAL STATEMENT.

[illegible]

*** Included with the G. R. & I. R. R.**

TABULAR STATEMENT.

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ACCIDENTS.—CONTINUED.

Injured.				Total Accidents.	Responsibility for Accident.		Trespassers and Tramps.	Suicides and Drunk.	Line No.
Passen- gers. No.	Em- ployés. No.	Others. No.	Total. No.		Clearly Accidental. No.	From lack of Caution. No.			
									1
									2
	4	1	5	9	2	7	1		3
1	8	2	11	22	7	15	1	8	4
3	51	7	58	74	16	58	8	4	5
6	4	4	11	18	2	16	8	5	6
	1		7	8	7	1	1		7
									8
	3		3	10	6	4	4		9
	8	4	12	17	2	15	4	1	10
1	9	6	16	23	6	17	4	1	11
									12
1	6	3	10	15	11	4	1	1	13
2	33	7	42	56	10	46	7	5	14
									15
									16
									17
1	5	5	11	22	5	17	4	8	18
	12	6	18	23	5	18	1	4	19
									20
									21
									22
									23
									24
									25
									26
									27
									28
									29
									30
									31
15	3		3	3	3				32
	60	33	108	140	13	127	33	8	33
									34
									35
									36
									37
									38
									39
									40
2	22	3	27	34	10	24	4	2	41
									42
									43
									44
									45
									46
	1		1	1		1			47
	5		5	5	5				48
									49
	8	2	10	12	2	10	1	1	50
									51
									52
	5	3	8	10	8	2	2		53
									54
32	248	36	366	503	120	383	34	38	
									1
	1		1	1	1				2
									3
	1		1	1		1			4
									5
	1	1	2	2	1	1	1		6
									7
					1				8
				3		3	2	1	9
									10
									11
									12
	3	1	4	9	4	5	3	1	
32	251	37	370	512	124	388	37	39	

MICHIGAN RAILROAD RETURNS.

17A.—ACCIDENTS CLASSIFIED.

TABULAR STATEMENT.

683

ACCIDENTS CLASSIFIED.—CONTINUED.

Derailments.			Falling from trains.						Frogs.						Getting off and on Trains.						Line No.	
Killed.			Injured.			Killed.			Injured.			Killed.			Injured.							
Passengers.	Employees.	Others.	Passengers.	Employees.	Others.	Passengers.	Employees.	Others.	Passengers.	Employees.	Others.	Passengers.	Employees.	Others.	Passengers.	Employees.	Others.	Passengers.	Employees.	Others.		
							1			1					1						1	
				2			3			1						1					2	
			6	1						3									6		3	
																					4	
	1						1			1											5	
							1	1											1		6	
							2									1			1		7	
							1														8	
							1			1						1			1		9	
																					10	
							2												1		11	
							1			5						1			1		12	
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			1																		14	
							1			1									1		15	
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	2		9	9		19	1	2	21	1		2			2	3		9	20	5		

17B.—ACCIDENTS CLASSIFIED.—CONTINUED.

* Included with the G. R. & I. Railroad.

* Included with the L. S. & M. S. Railway.

685

[illegible]

TABULAR STATEMENT.

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EMPLOYÉS KILLED AND INJURED.

Engineers. No.	Firemen. No.	Laborers. No.	Shopmen. No.	Yardmen. No.	Unclassified. No.	Killed. No.	Injured. No.	Total. No.	Line No.
									1
									2
				1		2	4	6	3
		1				7	8	15	4
		23		10	6	12	51	63	5
				3		1	4	5	6
							1	1	7
									8
				1		3	3	6	9
						1	8	9	10
	2					2	9	11	11
									12
1						4	6	10	13
		5	2	2	8	9	83	42	14
									15
									16
									17
		1		1		3	5	8	18
				3		1	12	13	19
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							1	1	29
							3	3	30
1	2	10		17	2	7	60	67	31
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1		3	3	3	10	7	27	34	41
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							1	1	47
									48
									49
									50
					3	2	10	12	51
									52
									53
		2		2	1	1	5	6	54
3	4	45	5	43	30	62	251	313	
1	1					1	1	2	1
							1	1	2
									3
							1	1	4
									5
							1	1	6
									7
						1		1	8
									9
						1		1	10
									11
									12
1	1					3	4	7	
4	5	45	5	43	30	65	255	320	

TABULAR STATEMENT.

689

Operating Expenses:									
Maintenance of way.....	\$12,121,071 28	\$11,200,000 00				\$255,000 71			7.57
Maintenance of rolling stock.....	8,123,500 24	8,120,557 53				4,041 76			0.042
Conducting transportation.....	20,027,500 00	20,324,970 00				302,500 00			1.18
General expenses and taxes.....	7,324,300 00	6,600,417 13				804,970 88			9.30
Total operating expenses and taxes.....	\$54,216,004 10	\$53,300,984 30				\$1,538,000 80			3.36
Per mile of road.....	\$3,908 23	\$4,216 84					4.51		
Per train mile.....	0 57.97	0 90.09							
Per cent of earnings.....	75.46	64.23				\$1 23			
Interest and rentals—total.....	\$12,540,319 85	\$17,325,110 28				\$55,700 52			3.01
Per mile of road.....	1,006 03	1,499 97				2 27			
Per train mile.....	0 30.09	0 20.75							
Per cent of earnings.....	21.31	21.77				04			
Operating expenses, interest and rentals.....	\$72,757,444 04	\$70,245,094 63				\$2,512,349 41			3.45
Per mile of road.....	6,516 95	5,005 71				861 24			13.51
Per train mile.....	1 18.06	1 20.35							
Per cent of earnings.....	87.90	86.13				1 90			
Train Mileage:									
Passenger.....	23,440,784	30,875,793				2,504,905			10.94
Freight.....	33,159,469	37,176,420				1,013,049			2.66
Total earning revenue.....	61,600,253	58,052,213				3,577,964			6.80
Average distance traveled by each—miles.....	24,897,005	24,057,719				639,286			2.63
Average rate of fare per mile.....	\$0 02.23	\$0 02.27				\$0 00.16			2.63
Traffic, Freight:									
Total tons moved.....	40,408,549	48,050,057					18.94		
Total moved one mile.....	6,476,000,864	6,263,779,158				121,911,591			1.86
Average ton haul—miles.....	160.26	132.20				33.05			
Average rate per ton per mile.....	\$0 00.800	\$0 01.090							

19.—COMPARATIVE SUMMARY OF REPORTS FOR FIVE YEARS, 1883 TO 1887.

	1883.	1884.	1885.	1886.	1887.
Total length of railroads and branches.....Miles.....	10,530.56	11,437.99	11,617.57	11,164.34	11,932.91
Total length of railroads in Michigan....."	4,943.86	5,127.94	5,247.43	5,577.63	5,768.41
Total length of double track....."	355.24	388.13	40.10	89.00	131.10
Total length of sidings....."	1,557.38	1,863.09	1,159.90	1,393.80	1,480.69
Capital stock paid in	\$280,653,155 03	\$278,782,554 81	\$280,143,236 34	\$276,843,554 00	\$282,126,928 87
Capital stock paid in per mile of road.....	24,762 00	21,706 00	24,166 00	24,797 12	21,966 71
Total funded debt.....	297,959,229 38	318,960,434 29	330,556,163 28	323,223,163 28	361,081,980 63
Total unfunded debt.....	30,070,682 89	27,707,361 97	29,680,803 08	28,170,554 85	28,434,931 40
Total debt.....	328,030,122 22	345,787,796 26	347,546,966 26	353,396,717 68	389,456,912 03
Total debt per mile of road.....	31,150 00	30,231 51	30,686 00	31,664 06	31,008 00
Total stock and debt	587,747,141 80	624,550,650 67	680,076,025 08	680,940,271 66	748,563,750 90
Total stock and debt per mile of road.....	55,818 00	54,843 52	54,394 07	55,431 18	55,973 71
Total cost of roads and equipment.....	545,978,532 71	577,183,122 03	579,632,980 14	579,945,425 48	499,601,490 52
Total cost of roads and equipment per mile.....	51,817 00	50,481 50	49,996 00	51,945 23	41,081 00
Proportion of cost for Michigan.....	309,880,817 15	222,194,232 25	220,670,913 53	213,364,228 97	240,187,066 90
Earnings:					
From passengers.....	\$24,179,325 30	\$21,955,677 49	\$19,732,669 96	\$27,275,473 06	\$27,262,006 38
From mails.....	1,877,030 00	1,820,798 86	1,775,769 63	1,884,563 11	1,874,818 38
From express.....	1,908,018 67	2,169,574 69	2,167,120 07	2,094,372 64	1,548,953 04
From freight.....	63,044,908 27	65,387,785 37	58,743,257 81	67,187,406 03	66,672,832 96
From other sources.....	384,193 71	518,559 67	486,032 83	422,195 64	78,992 10
Total earnings.....	\$90,413,549 65	\$81,807,316 06	\$78,948,894 30	\$98,834,035 47	\$61,556,362 85
Earnings per	\$6,438 26	\$6,766 94	\$6,797 00	\$6,047 66	\$6,574 66
Earnings per	1 27.78	1 11.11	0 85.54	1 07	1 18.8
Earnings per	1 55.90	1 43.08	1 36	1 51.36	1 52.6
Earnings per	1 46	1 81.53	1 94.9	1 34.42	1 40.46
Earnings above operating expenses.....	\$29,321,558 24	\$23,861,317 21	\$22,814,179 29	\$38,617,411 26	\$29,166,266 65
Receipts in addition to earnings.....	\$1,061,454 55	\$1,036,815 97	\$1,214,539 31	\$1,300,928 63	\$1,367,469 19
Total receipts for the year.....	\$91,588,603 27	\$83,843,633 05	\$78,167,404 61	\$94,184,969 30	\$62,923,728 04

TABULAR STATEMENT.

Expenses:					
Operating expenses—maintenance of way and buildings.....	\$14,249,804 60	\$12,165,841 92	\$11,189,667 15	\$12,121,071 88	\$11,206,088 62
Operating expenses—motive power and cars.....	9,157,755 08	7,881,928 97	8,119,431 16	8,183,599 84	8,129,557 58
Operating expenses—conducting transportation.....	30,083,983 98	28,967,991 74	27,461,523 12	26,627,559 96	26,324,970 92
Operating expenses—general expenses.....	7,619,442 91	8,020,034 02	7,340,368 69	7,384,368 56	6,669,417 18
Total operating expenses.....	\$61,190,086 41	\$58,035,288 65	\$54,188,685 01	\$54,216,624 19	\$52,389,984 30
Operating expenses—per mile of road.....	\$4,350 15	\$4,059 82	\$4,660 07	\$3,958 82	\$4,216 34
Operating expenses—per train mile.....	0 98.84	0 98.21	0 87.9	0 87.97	0 90.00
Operating expenses—per cent. of earnings.....	0 67.67	70.86	70 85	65 45	64 23
Interest and rentals—total	\$22,522,971 05	\$20,153,232 90	\$18,081,905 00	\$18,540,819 85	\$17,855,110 33
Interest and rentals—per mile of road.....	\$1,603 85	\$1,405 67	\$1,556 42	\$1,663 09	1,439 37
Interest and rentals—per train mile.....	0 36.37	0 32.40	0 29.37	0 30.08	0 30.75
Interest and rentals—per cent. of earnings.....	24 71	24.63	23.13	21 81	21.77
Operating expenses, interest, and rentals—total.....	\$83,713,967 46	\$78,188,521 55	\$72,020,590 01	\$72,757,444 04	\$70,245,094 03
Operating expenses, interest, and rentals—per mile of road.....	\$5,954 00	\$5,465 49	\$6,216 07	\$6,516 95	\$5,655 71
Operating expenses, interest, and rentals—per train mile.....	1 35.21	1 25.70	1 17.27	1 18.05	1 20.85
Operating expenses, interest, and rentals—per cent of earnings....	92.59	95.57	93.48	87 90	86 00
Average rate per ton mile.....	\$0 00.999	\$0 00.904	\$0 00.824	\$0 00.890	\$0 01.090

ANNUAL REPORT
OF THE
ATTORNEY GENERAL
OF THE
STATE OF MICHIGAN

ERRATA.

Page 661. Table II A. Detroit, Bay City & Alpena Railroad--Total tons of freight moved should read 873,300 instead of 7,297,067.

Total tons of freight moved, page 661 --Footing for Commercial Roads should read 39,623,218 instead of 46,474,920, and--Footing for all roads should read 41,309,830 instead of 48,069,657.

Page 689, Comparative Summary 1886-1887, Freight Traffic--Total tons moved should read 41,309,830 instead of 48,069,657.

Increase should read 6,417,331 tons, 5.46 per cent., instead of 7,651,406 tons, 18.94 per cent.

BY AUTHORITY.

LANSING:
THORP & GODFREY, STATE PRINTERS AND BINDERS.
1888.

REPORT.

STATE OF MICHIGAN,
ATTORNEY GENERAL'S OFFICE. }
Lansing, December 31, 1887.

To the Governor and Legislature of the State of Michigan:

In obedience to the duty imposed upon me by law, I have the honor to submit the following report of the business transacted by the Attorney General during the preceding year, or connected with his office, including abstracts of the reports of the Prosecuting Attorneys of the State, showing the criminal prosecutions, penalties inflicted, and other items pertaining to the administration of justice.

Schedule "A" gives a full report of all criminal cases brought to the Supreme Court from Circuit Courts, and Superior and Recorder's Courts of cities, on exceptions or error, and disposed of, and cases pending, which are summarized as follows:

Murder and manslaughter.....	5
Burglary.....	3
Larceny.....	3
Adultery	1
Forgery and uttering forged paper.....	2
Arson.....	1
Rape.....	1
Assault with intent to murder.....	1
Assault with intent to rape.....	1
Receiving stolen property.....	1
Assault with intent to do great bodily harm.....	3
Bastardy	1
Seduction	2
Criminal libel.....	1

Violation of fish law	1
Violation of liquor law	7
Conspiracy, information on section 9275 Howell's Statutes	1

Schedule "B" contains a list of chancery causes, commenced in the various Circuit Courts in Chancery, in which the State is somewhat interested, and to which State officers were made parties.

These cases, except where the State had a special and direct interest in the result, have been referred to, and left mainly in charge of the Prosecuting Attorneys of the respective counties, where they were pending.

Schedule "C" is a list of quo-warranto and other special proceedings, authorized by me in the name of the State, but substantially conducted by, and in charge of, counsel employed by interested parties, as the questions involved were principally of a personal or local nature.

Schedule "D" is a list of mandamus cases, quo-warranto and other proceedings, and suits at law, commenced by me in behalf of the State, or parties against the State, and in which the State is directly interested.

Schedule "E" is a list of Chancery cases pending, or commenced within the year, directly affecting the interests of the State.

Schedule "F" contains a list of insurance companies, where articles of association of such companies, or amendments to such articles of association, have been examined and approved by me, in pursuance of law.

Five murder and manslaughter cases, have been argued and submitted, or disposed of by the Supreme Court, within the year. These cases are the *People vs. Foley*, the *People vs. Carr*, the *People vs. Aiken*, the *People vs. Coughlin*, and *People vs. Coughlin*, second case. The cases of Carr and Aiken were reversed, and new trials ordered, and that of Foley was submitted to the Court at the October term of 1886, and affirmed at the January term, 1887. The Coughlin case, at the first hearing, was reversed, and at the second, the conviction of manslaughter was affirmed.

The only murder case now pending in readiness for hearing, is that of the *People vs. Vanderhoof*, which has been postponed from time to time, at the request of respondent's attorneys, and, in the meantime, respondent is serving out her sentence in the State prison at Jackson.

In the case of the *People vs. A. P. Swineford*, judgment has been obtained in the Marquette Circuit, for the amount claimed by the State, interest and costs. Motion has been made by defendant for a new trial, based upon the alleged neglect of his attorney in securing his depositions. While the judgment may not be of much value, it establishes the principle, that no man is so far exalted by place, or his own opinion, as to be exempt from accounting to the State, for State funds, by him disbursed.

ATTORNEY GENERAL.

Three very important suits have been instituted by me in behalf of the State in the Circuit Court for the County of Ingham—in Chancery, against the Jackson, Lansing and Saginaw Railroad Company, Flint and Pere Marquette Railroad Company, and the Grand Rapids and Indiana Railroad Company, and other parties claiming, in interest through, or with said companies.

These suits in the aggregate, involve about 150,000 acres of land, and grow out of the claim of the State, under the grant of swamp and overflowed lands of the United States Congress of 1850.

The act of the State Legislature of 1851 accepting these lands, as shown by the minutes of the original surveys, and which legislation was prompted by the suggestion of the United States Land Commissioner, and Surveyor General, gives the State a *prima facie* title to them.

The minutes of original surveys and plats and maps prepared by the Surveyor General, are on file in the office of the Land Commissioner at Lansing, and the descriptions of lands involved in these suits, have been obtained from, and carefully compared with such minutes, maps and plats under the direction of Mr. Sleeper, the Deputy Land Commissioner. These lands have been in part listed to the State, but whether listed or not, the decisions of the United States Supreme Court, as well as that of other courts, would appear to vest title to the same, in the State, by virtue of the grant and the method of identification adopted by the State through its Legislature. For many years the State, through its Land Department, has been endeavoring to secure patents of the swamp and overflowed lands to which it was entitled, with but indifferent success. From time to time, it was brought to the attention of State officials, and particularly by Mr. Sleeper, who has been indefatigable in his efforts to secure to the State the full benefit of the swamp and overflowed land grant, that certain of these lands, shown by the minutes of survey and maps in the State Land Office, to belong to the State, had been certified by the officers of the Land Department at Washington, to some one of the several railroad companies mentioned. Full and thorough examination of records, maps and plats developed the fact, that the amount of lands so listed to said railroad companies, amounted to many thousands of acres, some of which are very valuable.

This was, I understand, the first full comparison and listing of these lands by the State Land Department, from the minutes of surveys and maps and plats, made and filed, by the Surveyor General.

Under the general law of the State, these lands cannot be disposed of until patents, the evidence of title, have first been obtained; and for this reason, perhaps, the State Land Department has contented itself with using the clerks that could be spared from other duties, in making out partial or

small lists, and applying for patents therefor from Washington, with varying success. The original records are at Lansing, and copies are supposed to be at Washington, where the fault seems to lie, in the listing of these lands to the railroad companies. The real difficulty, probably, grew out of the failure of the Secretary of the Interior to make lists and plats of these lands, and to send the same to the Governor of the State, as required by law; but such neglect of duty does not affect, and cannot defeat the vested rights of the State.

It may be that the action of the Legislature of 1851, and the preparation of maps by the Surveyor General in pursuance of it, showing the swamp and overflowed lands indicated by the surveys, was regarded by the Secretary of the Interior as an equivalent, and in lieu of the duty imposed upon him; but if so, it was a mistake, and has led to serious complications.

If these lands belong to the State, there is no apparent reason why its title should not now be asserted and established. If the companies named have suffered from the mistakes of Washington officials, or others, they have a proper claim for adjustment, to be presented to the United States Congress, and a bill has already been introduced, I am advised, with that general object in view.

It is claimed, however, that some of these lands have been sold to *bona fide* settlers, who have improved and carved out homes for themselves and families. It is probable that such cases exist; to what extent, or in what number, we have not yet been able to ascertain; but wherever such settlers may be found, they are certainly entitled to the most liberal treatment at the hands of the State; and I would earnestly recommend to the next legislature, the passage of some act which will secure to such persons their homes, and the full enjoyment of the result of their labor, without any, or only nominal charge. This action is the more readily recommended, as, in so doing, I am satisfied that I but voice the general sentiment of the present State administration.

In the case, of Webster *vs.* Newell, Land Commissioner, in my last report, the decree of the Court below was modified, and a method suggested by which the complainant's claim could be considered by the State Land Department.

The case of James O. Fargo *vs.* Auditor General, pending in the United States Supreme Court at the date of my last report, was decided by that Court in favor of complainant, the Court holding act 152 of the Laws of 1883 unconstitutional and void.

The case of National Car Company *vs.* Auditor General, by stipulation, followed the decision in the Fargo case, and other claims of the State of a similar character, had to be abandoned.

The case of Stevens, Auditor General, *vs.* the Lake George and Muskegon River Railway Company *et al.*, a bill filed to enforce the State's lien for taxes in the Clare County Circuit, was decided in favor of the State, and an appeal has been taken to the Supreme Court, by the defendants, where it is still pending.

Respectfully submitted,

MOSES TAGGART,

Attorney General.

SCHEDULE A.

The People *vs.* Foley. Error to Clinton Circuit Court. Respondent was charged with the murder of his infant child, two and a half months old. Conviction and judgment affirmed. This case was argued and submitted at the October term, 1886, and decided at the January term of the Supreme Court, 1887.

The People *vs.* Carr. Error to Gratiot county. Respondent was charged and convicted of the murder of one Fanny Osborne. Conviction was set aside, and new trial ordered.

The People *vs.* Nathan J. Aiken. Exceptions from the Superior Court of Grand Rapids. Respondent was charged with murder and convicted of manslaughter, which conviction was set aside and new trial ordered.

The People *vs.* Timothy Coughlin. (Case No. 1.) Error to Chippewa county. Respondent was charged and convicted of the crime of murder. Conviction set aside and new trial ordered.

The People *vs.* Timothy Coughlin. (Case No. 2.) Error to Chippewa county. Respondent was convicted of manslaughter, which conviction was affirmed in the Supreme Court.

The People *vs.* John Girdler and Carrie Gill. Exceptions from the Kent Circuit Court. Respondents were charged and convicted of the crime of adultery, upon the complaint of the husband of Carrie Gill. Conviction was affirmed, and the Circuit Court directed to proceed to judgment.

The People *vs.* Newton McCausey. Exceptions from Ionia county. Respondent was charged and convicted in the Court below, with uttering a forged note. Conviction set aside and respondent discharged.

The People *vs.* Michael Brock. Exceptions from the Superior Court of Grand Rapids. Respondent was charged and convicted in the said Court, of assault with intent to do great bodily harm. Error being conceded by the Attorney General, conviction was set aside and a new trial ordered.

The People *vs.* Charles L. Ross. Error to Montcalm Circuit. Respond-

ent was charged and convicted in the Circuit Court of said county, of the crime of assault with intent to do great bodily harm. Judgment was reversed, and the prisoner discharged.

The People *vs.* Horace Sebring. Exceptions from the Superior Court of Grand Rapids. Respondent was charged, on the complaint of his wife, of an assault with intent to do great bodily harm, and the conviction in the Court below, was affirmed.

The People *vs.* Peter Breidenstein. Exceptions from Kent Circuit. Respondent was tried and convicted in the Circuit Court for the county of Kent, of doing business as a liquor seller, without having paid the tax required by law. Conviction affirmed.

The People *vs.* John Hey. Exceptions from Kent Circuit. Respondent was charged with violation of the liquor law. Conviction affirmed.

The People *vs.* Albert R. Foster. Exceptions from Allegan Circuit. Respondent was charged and convicted in the Court below, for violation of the liquor law, by sale of fermented cider. Conviction of the Court below was affirmed, and the Court directed to proceed to judgment.

The People *vs.* William Goble. Error to Kalamazoo county. Respondent was charged with selling liquor to a minor. Judgment reversed, and a new trial ordered.

The People *vs.* Andrew J. Pond. Error to Bay county. Respondent was convicted in the Court below, of selling liquor without paying the tax required by law. Conviction was affirmed.

The People *vs.* Eliza Greiser. Exceptions from the Recorder's Court of Detroit. Conviction affirmed, and Court below, directed to proceed to judgment.

The People *vs.* John Schottey. Error to Kent Circuit. Respondent was convicted of violation of the liquor law. Conviction affirmed, and the Court below, directed to proceed to judgment.

The People *vs.* Edward Dow. Exceptions from the Recorder's Court of Detroit. Respondent was charged and convicted of the crime of burglary. Conviction set aside, and new trial ordered.

The People *vs.* Andrew Calderwood. Exceptions from St. Joseph county. Respondent was charged with the statutory crime of burglary, and convicted in the Court below. Conviction set aside, upon the ground that complaint should have been made under another section of the statute, and respondent discharged.

The People *vs.* William Burns. Exceptions from the Recorder's Court of Detroit. Respondent was charged and convicted in the Court below, of the crime of burglary, which conviction was affirmed.

The People *vs.* Frederick G. Griswold. Respondent was charged and convicted of larceny, in the Police Court of the city of Detroit. The case was taken to the Circuit Court of Wayne county by *certiorari*, where the judgment was affirmed. The judgment was also affirmed in the Supreme Court.

The People *vs.* George La Munion. Exceptions from the Newaygo Circuit. Respondent was charged and convicted of the crime of larceny, in the Court below, which conviction was affirmed and the Court advised to proceed to judgment.

The People *vs.* Elbert O. Rounds. Exceptions from Livingston county. Respondent was charged and convicted of resisting an officer. Conviction affirmed and the Court below, directed to proceed to sentence.

The People, Plaintiff in error *vs.* Fred Smith, Defendant in error. *Certiorari* to Cass County Circuit. The defendant in error, was charged with bastardy in the Circuit Court, and interposed a plea in abatement, which plea was sustained in the Court below. The People sued out a writ of *certiorari*. The judgment of the Circuit Court was reversed, and the proceedings restored in the Circuit, as before plea of abatement was pleaded.

The People *vs.* Peter De Fore. Error to the Circuit Court of Antrim county. Respondent was charged with the crime of seduction. The judgment of the Court below was reversed, and a new trial ordered.

The People *vs.* Rasmus Jensen. Error to Manistee Circuit. The respondent was charged and convicted of the crime of seduction, in the Circuit Court. Judgment affirmed.

The People *vs.* Abram Duford, impleaded with John Lynch. Error to Schoolcraft county. Respondent was charged and convicted in the Circuit Court of the crime of arson, the setting of fire to a dwelling house, in the night time, with intent to burn the same. Judgment was affirmed.

The People *vs.* Charles A. Parker, impleaded with Charles Van Alstine, and Edward Cleveland. Exceptions from Hillsdale County Circuit. Respondent was charged and convicted in the Court below, of forgery, and the uttering of a forged deed. Conviction was set aside, and a new trial ordered.

The People *vs.* Edwin Dowdigan and Joseph Devries. Error to Osceola County Circuit. Respondents were charged and convicted of the crime of rape, in the Court below. Judgment reversed, and a new trial ordered.

The People *vs.* Eugene Larbardie. Error to Van Buren Circuit. Respondent was charged with an assault with intent to murder. Judgment reversed and a new trial ordered.

The People *vs.* Cyrus G. Jones. Error to the Circuit Court of Ionia County. Respondent was charged with the crime of criminal libel. The conviction and judgment in the Circuit Court, was affirmed.

The People *vs.* Frank Kuhn. Error to Recorder's Court of Detroit. Respondent was charged and convicted in the Recorder's Court, of an assault with intent to rape. Conviction was affirmed.

The People *vs.* Frank Kirsch. Exceptions before sentence, from Ottawa County Circuit Court. Respondent was charged and convicted in the Circuit Court, with a violation of the fish law. Conviction was affirmed, and the Court directed to proceed to judgment.

The People *vs.* James Calkins. Error to Hillsdale county. Respondent was charged with receiving and concealing stolen property. Judgment of the Court below was affirmed.

The People *vs.* James W. Petheram. Exceptions to the Circuit Court of Newaygo County. Respondent was charged and convicted of the crime of conspiracy, in the Circuit Court for the county of Newaygo, under Section 9275 of Howell's Statutes. The conviction was affirmed and the Court below, directed to proceed to judgment upon the verdict, Judge Campbell dissenting.

CASES PENDING.

The People *vs.* Edwin Dowdigan and Joseph Devries. Error to Osceola county.

The People *vs.* John Robins. Error to Branch county.

The People *vs.* William Gould. Error to Shiawassee county.

The People *vs.* John Waller. Error to Kent county.

The People *vs.* Vernie Orego. Error to Lenawee county.

The People *vs.* Joseph Fay. Error to Menominee county.

The People *vs.* A. W. Harmer. Error to Genesee county.

The People *vs.* Fred Bertrand. Error to Muskegon county.

The People *vs.* John Sullivan. Error to Saginaw county.

The People *vs.* John Hicks. Error to Gratiot county.

The People *vs.* Corry Montrose. Error to Kent county.

The People *vs.* Bartholomew Tehan and John Tasey. Error to Marquette county.

The People *vs.* Adeline Dumas. Error to Monroe county.

The People *vs.* Thomas J. Farran. Error to Van Buren county.

The People *vs.* Elizabeth Vanderhoof. Error to Berrien county.

The People *vs.* John Lyle and Francis Lyle, impleaded with William R. Greeman. Error to Van Buren county.

The People *vs.* Maggie Carr. Error to Clare county.

The People *vs.* Fred J. Dailey. Error to Kent county.

SCHEDULE B.

Edwin Eddy *et al.* *vs.* Township of Surry, Henry H. Aplin, Auditor General *et al.* Bill in chancery in Clare county. (Case No. 1.)

Henry W. Sage *vs.* Henry H. Aplin, Auditor General, the County Treasurer, and Township of Damon. Bill in chancery in Ogemaw county.

Temple E. Dorr, and Simon J. Murphy *vs.* Phillip P. Allen, Board of Supervisors of Isabella county, and Henry H. Aplin, Auditor General. Bill in chancery in Isabella county. (Case 1.)

Edwin Eddy *et al.* *vs.* Township of Lee, Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Midland county. (Case 2.)

Edwin Eddy *et al.* *vs.* Township of Greendale, Henry H. Aplin, Auditor General. Bill in chancery in Midland county. (Case 3.)

Temple E. Dorr and Simon J. Murphy *vs.* Township of Coldwater, and Henry H. Alpin, Auditor General. Bill in chancery in Isabella county. (Case 2.)

The Lake Superior Ship Canal Railway and Iron Company *vs.* the County of Iron, and Henry H. Aplin, Auditor General. Bill in chancery in Iron county. (Case 1.)

Emma A. Ripley *vs.* Henry H. Aplin, Auditor General, and the Treasurer of Bay County. Bill in chancery in Bay County.

Frederick F. Ayer, Trustee of the estate of James C. Ayer, deceased, *vs.* Henry H. Aplin, Auditor General, the County Treasurer of Iron, and Township of Iron. Bill in chancery in Iron county.

Lake Superior Ship Canal Railway and Iron Company *vs.* Henry H. Aplin, Auditor General, and the Township of Republic, of the County of Iron. Bill in chancery in Iron county. (Case 2.)

Lake Superior Ship Canal Railway and Iron Company *vs.* Henry H. Aplin, Auditor General, and the Treasurer of Houghton County. Bill in chancery in Houghton county. (Case 3.)

Lorenzo Carter *vs.* Henry H. Aplin, Auditor General. Bill in chancery in Saginaw county.

Henry M. Loud, *et al.* *vs.* Henry H. Aplin, Auditor General, and the County Treasurer of Montmorency county, and the township of Albert, and

Board of Supervisors of Montmorency county. Bill in chancery in Montmorency county. (Case 1.)

The People *ex rel.* Moses Taggart, Attorney General, *vs.* the Detroit Brick Company *et al.* Bill in chancery in Wayne county.

Elenore Prieur, *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Ogemaw county.

James M. Seager *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in Chancery in Iosco county.

Schuyler S. Olds *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in St. Clair county.

Robert J. Rittenburg *et al. vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Ionia county.

David Tisdell *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Ogemaw county. (Case 1.)

Charles Deas *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Ogemaw county.

John C. Brown *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Ogemaw county.

David Tisdale, *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Oscoda county. (Case 2.)

David Tisdale *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Montmorency county. (Case 3.)

Lucius M. Botwood *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Ionia county.

Frank Wellford (or Welfare) *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Ionia county.

Edward W. Sparrow *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Osceola county.

Ennis Church *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Calhoun county.

James Winchell *et al. vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Allegan county.

Michael Engleman and Manistee Salt and Lumber Co. *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Manistee county.

Lyman B. Smith *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Iosco county.

Kate F. Smith *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Iosco county.

Menominee River Lumber Co. *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Iron county.

Henry M. Loud *et al. vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Otsego county. (Case 2.)

John Davenport *et al. vs.* Henry H. Aplin, Auditor General, and Town of Livingston *et al.* Bill in chancery in Livingston county. (Case 1.)

John Davenport *et al. vs.* Henry H. Aplin, Auditor General, and Town of Hayes *et al.* Bill in chancery in Otsego county. (Case 2.)

John Davenport *et al. vs.* Henry H. Aplin, Auditor General, and Town of Carleton *et al.* Bill in chancery in Otsego county. (Case 3.)

John Davenport *et al. vs.* Henry H. Aplin, Auditor General, Town of Elmira *et al.* Bill in chancery in Otsego county. (Case 4.)

John Davenport *et al. vs.* Henry H. Aplin, Auditor General, and Town of Dover *et al.* Bill in chancery in Otsego county. (Case 5.)

John Davenport *et al. vs.* Henry H. Aplin, Auditor General, and Town of Corinth *et al.* Bill in chancery in Otsego county. (Case 6.)

John Davenport *et al. vs.* Henry H. Aplin, Auditor General, and Town of Allis *et al.* Bill in chancery in Presque Isle county. (Case 7.)

Walter D. Arnold *vs.* Henry H. Aplin, Auditor General. Bill in chancery in Isabella county.

Henry M. Loud *vs.* Henry H. Aplin, Auditor General. Bill in chancery in Oscoda county. (Case 3.)

John M. Longyear *et al. vs.* Henry H. Aplin, Auditor General *et al.* Bill in chancery in Ontonagon county. (Case 1.)

Frederick L. Gilbert *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Bay county.

Henry M. Loud *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Crawford county. (Case 4.)

John M. Longyear *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Ontonogon county. (Case 2.)

James M. Turner *et al. vs.* Henry H. Aplin, Auditor General, and Town of Inverness. Bill in chancery in Cheboygan county. (Case 1.)

James M. Turner *et al. vs.* Henry H. Aplin, Auditor General, and Town of Benton. Bill in chancery in Cheboygan county. (Case 2.)

James M. Turner *et al. vs.* Henry H. Aplin, Auditor General, and Town of Beaugrand. Bill in chancery in Cheboygan county. (Case 3.)

James M. Turner *et al. vs.* Henry H. Aplin, Auditor General, and Town of Burt. Bill in chancery in Cheboygan county. (Case 4.)

James M. Turner *et al. vs.* Henry H. Aplin, Auditor General, and Town of Ellis. Bill in chancery in Cheboygan county. (Case 5.)

James M. Turner *et al. vs.* Henry H. Aplin, Auditor General, and Town of Grant. Bill in chancery in Cheboygan county. (Case 6.)

Michael Marley *vs.* Henry H. Aplin, Auditor General, and city of St. Ignace *et al.* Bill in chancery in Mackinac county.

John Davenport *et al. vs.* Henry H. Aplin, Auditor General, and Town of Ellis *et al.* Bill in chancery in Cheboygan county. (Case 8.)

John Davenport *et al. vs.* Henry H. Aplin, Auditor General, and Town of Monroe *et al.* Bill in chancery in Cheboygan county. (Case 9.)

John Davenport *et al. vs.* Henry H. Aplin, Auditor General, and Town of Hebron *et al.* Bill in chancery in Cheboygan county. (Case 10.)

John Davenport *et al. vs.* Henry H. Aplin, Auditor General, and the Township of Forest *et al.* Bill in chancery in Cheboygan county. (Case 11.)

John Davenport *et al. vs.* Henry H. Aplin, Auditor General, and the Township of Hudson *et al.* Bill in chancery in Charlevoix county. (Case 12.)

Charles E. Jennison *et al. vs.* Auditor General *et al.* Bill in chancery in Bay county.

William D. Fitzburg *et al. vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Bay county.

Laura A. Kaiser *et al. vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Bay county.

Helen B. Sanford *et al. vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Bay county.

The Kirby Carpenter Company *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Iron county.

The Lake Superior Ship Canal, Railroad & Iron Co. *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Menominee county. (Case 4.)

Pack, Woods & Co. *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Iosco county. (Case 1.)

Pack, Woods & Co. *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Oscoda county. (Case 2.)

Pack, Woods & Co. *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Crawford county. (Case 3.)

Pack, Woods & Co. *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Roscommon county. (Case 4.)

The New York Lumber and Wood-Working Co. *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Iosco county. (Case 1.)

Rachel Soloman *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Oscoda county. (Case 1.)

George P. Smith *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Iosco county.

Abby W. Whittenmore *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Iosco county.

The New York Lumber and Wood-Working Company *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Ogemaw county. (Case 2.)

Phoebe D. Gates *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Alcona county.

Henry M. Loud *et al. vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Montmorency county. (Case 5.)

George N. Fletcher *et al. vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Alcona county.

Rachel Soloman *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Alcona county. (Case 2.)

Pack, Woods & Co. *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Alcona county. (Case 5.)

James Birney *vs.* Henry H. Aplin, Auditor General, *et al.* Bill in chancery in Bay county.

John and Ira Davenport *vs.* Henry H. Aplin, Auditor General, and Town of Eggleston. Bill in chancery in Emmet County. (Case 1.)

John and Ira Davenport *vs.* Henry H. Aplin, Auditor General, and Town of Maple Rapids *et al.* Bill in chancery in Emmet county (Case 2.)

James M. Turner *vs.* Henry H. Aplin, Auditor General, and Town of Tilden *et al.* Bill in chancery in Marquette. (Case 7.)

James M. Turner *vs.* Henry H. Aplin, Auditor General, and Town of Republic *et al.* Bill in chancery in Marquette county. (Case 8.)

James M. Turner *vs.* Henry H. Aplin, Auditor General, and Town of Humbolt *et al.* Bill in chancery in Marquette county. (Case 9.)

James M. Turner *vs.* Henry H. Aplin, Auditor General, and Town of Felch *et al.* Bill in chancery in Marquette county. (Case 10.)

James M. Turner *vs.* Henry H. Aplin, Auditor General, and town of Iron River *et al.* Bill in chancery in Marquette county. (Case 11.)

James M. Turner *vs.* Henry H. Aplin, Auditor General, and town of Champion *et al.* Bill in chancery in Marquette county. (Case 12.)

James M. Turner *vs.* Henry H. Aplin, Auditor General, and Town of Crystal Falls *et al.* Bill in chancery in Marquette county. (Case 13.)

James M. Turner *vs.* Henry H. Aplin, Auditor General, and Town of Michigamme *et al.* Bill in chancery in Marquette county. (Case 14.)

James M. Turner *vs.* Henry H. Aplin, Auditor General, and Town of Ishpeming *et al.* Bill in chancery in Marquette county. (Case 15.)

James M. Turner *vs.* Henry H. Aplin, Auditor General, and Town of Carp Lake *et al.* Bill in chancery in Ontonagon county. (Case 16.)

James M. Turner *vs.* Henry H. Aplin, Auditor General, and Township of Ontonagon *et al.* Bill in chancery in Ontonagon county. (Case 17.)

James M. Turner *vs.* Henry H. Aplin, Auditor General, and Township of Bohemia *et al.* Bill in chancery in Ontonagon county. (Case 18.)

James M. Turner *vs.* Henry H. Aplin, Auditor General, and Township of Rockland *et al.* Bill in chancery in Ontonagon county. (Case 19.)

James M. Turner *vs.* Henry H. Aplin, Auditor General, and Township of Greenland *et al.* Bill in chancery in Ontonagon county. (Case 20.)

James M. Turner *vs.* Henry H. Aplin, Auditor General, and township of L'Anse *et al.* Bill in chancery in Baraga county. (Case 21.)

James M. Turner *vs.* Henry H. Aplin, and Township of Spurr *et al.* Bill in chancery in Baraga county. (Case 22.)

James M. Turner *vs.* Henry H. Aplin, Auditor General, and Township of Arvon *et al.* Bill in chancery in Baraga county. (Case 23.)

James M. Turner *vs.* Henry H. Aplin, Auditor General, and Township of Baraga *et al.* Bill in chancery in Baraga county. (Case 24.)

Moses Taggart and Laurens Wolcott *vs.* Henry H. Aplin, Auditor General, and County Treasurer. Bill in chancery in Kent county.

The Grand Haven Water Works *vs.* Henry H. Aplin, Auditor General, and County Treasurer. Bill in chancery in Ottawa county.

Sanford Crocker *vs.* Henry H. Aplin, Auditor General. Bill in chancery in Kent county.

Ariston J. Cook *vs.* Henry H. Aplin, Auditor General. Bill in chancery in Kent county.

Elijah Blackshield *vs.* Henry H. Aplin, Auditor General. Bill in chancery in Kent county.

Betsey L. Loomis *vs.* Henry H. Aplin, Auditor General. Bill in chancery in Kent county.

Cary Higby *vs.* Henry H. Aplin, Auditor General. Bill in chancery in Kent county.

SCHEDULE C.

Attorney General *vs.* Arlington C. Lewis, Samuel B. Sardis, Albert Des Baynes, William J. Roach, Washington Reader, Gillies McBane, William Thorne, John W. White, Louis Sable, Martin Van Arsdale, Julian A. Lovy, Richard C. McDermott, George W. Moore. Information in the nature of a quo warranto to test the organization of Lake City.

Attorney General *ex. rel.* John W. Thompson *et al. vs.* the Mayor, Recorder, Aldermen, City Treasurer of Ann Arbor. Bill of complaint to enjoin the disposition of certain city funds.

Attorney General *ex. rel.* John H. Seitz, Jesse H. Farwell, Henry C. Hodges, Milton H. Butler and Clara J. Whitney *vs.* the Board of Auditors of Wayne county. Bill in chancery on the action of the defendants on the location of Court House for Wayne county.

The Attorney General *ex. rel.* David Frey *vs.* the Board of Auditors of Wayne county. Bill in chancery to restrain the appointment of Superintendent of the Poor.

The People *ex. rel.* the Attorney General *vs.* the Detroit Brick Company *et al.* Information in the nature of a quo warranto to test the validity of the corporate organization of respondent.

SCHEDULE D.

The People *vs.* the Grand Rapids Boom Company. Action pending in the Kent Circuit Court for the conversion of logs, cut from State lands.

State of Michigan *vs.* Michael Engleman. Action pending in the Manistee Circuit upon defendant's bond to secure purchase money of State lands.

The People *vs.* A. P. Swineford. This suit, mentioned in my last report, has resulted in a judgment for the State, and a motion for a new trial is now pending.

The Board of Supervisors of Chippewa county *vs.* William C. Stevens, Auditor General. This is a petition by mandamus, to compel the Auditor General to cancel his action, ejecting certain taxes assessed in Chippewa county against the Detroit, Mackinac & Marquette Railroad Company. This suit was pending at the date of my last report, but has since been argued and decided against relators, and in favor of the position taken by the Auditor General.

The People *ex rel.* the Attorney General *vs.* the Board of Supervisors of Sanilac county. This is an application to require the Board of Supervisors of Sanilac county, to act, under act number 262 of the Session Laws of 1887. Order to show cause, has been made by the Supreme Court, and a hearing will be had, at the April term, 1888, of said Court.

Sanilac county *vs.* the Auditor General. This is a mandamus proceeding to compel the Auditor General to pay over to Sanilac county, the amount of money claimed by it, which was raised by act number 181 of the Session Laws of 1885. This case has been argued and submitted, but has not yet been decided by the Supreme Court.

Board of Supervisors of Ottawa county *vs.* Henry H. Aplin, Auditor General. This is a mandamus proceeding, to compel the Auditor General to pay over certain moneys belonging to townships, which have been paid into the Auditor General's office upon taxes returned for a period of several years. The county of Ottawa is indebted to the State largely in excess of the amount claimed by relators, which is the Auditor General's defense to the application. The case has been argued and submitted but is not yet decided.

The Employers' Liability Insurance Corporation, relators, *vs.* Henry S. Raymond, Insurance Commissioner. Mandamus to compel the Insurance Commissioner, to license relator to transact its insurance business in the State of Michigan. The Court held that the relator must comply with the requirements of the Insurance Commissioner, in depositing money with the treasurer of the State of Michigan, or with the principal financial officer of some State where relator had its organization. Relator was a British Corporation. The writ sought, was denied.

The Employers' Liability Insurance Corporation *vs.* Henry S. Raymond, Insurance Commissioner. This was a mandamus proceeding, to require the State Insurance Commissioner, to authorize relator to do business in the State. Writ denied.

SCHEDULE E.

James O. Fargo *vs.* Auditor General. The decision of the United States Supreme Court, reversed that of the Supreme Court of Michigan, and directs a decree in favor of complainant.

The National Car Company *vs.* the Auditor General. A bill in chancery in the Washtenaw Circuit Court. By stipulation, followed the result of the foregoing case.

William C. Stevens, Auditor General, *vs.* the Lake George & Muskegon River Railroad Company. This was a bill filed in the Clare County Circuit Court in chancery, to enforce a tax lien. The decision in the Circuit Court is favorable to the State, but an appeal has been taken, and is now pending in the Supreme Court of the State.

The State of Michigan, complainant, *vs.* the Jackson, Lansing & Saginaw Railroad Company, Henry B. Ledyard, Ashley Pond and Orlando M. Barnes, defendants. This is a bill, filed in the Circuit Court for the County of Ingham in chancery to recover certain swamp lands and which are the two cases subsequently mentioned, and which have been more particularly mentioned and described in the earlier part of this report.

The State of Michigan *vs.* the Grand Rapids & Indiana Railroad Company, the Continental Improvement Company, George W. Case, and the Philadelphia Safe Deposit and Insurance Company. This is a bill filed in the Circuit Court for the County of Ingham, in chancery, to recover certain swamp lands, and restrain the defendants from cutting timber thereon, and is similar, in character, to the last above mentioned case.

State of Michigan *vs.* the Flint & Pere Marquette Railroad Company, A. C. Newton, Orlando M. Barnes, Oliver Prescott and William W. Crapo, defendants. This is a bill of the same character as the last suits above mentioned, to recover and establish the title of the State, to certain swamp lands claimed to belong to the State, under the swamp land grant of 1850.

Henry Webster *vs.* the Land Commissioner. Decree in this case, reversed without costs, and instructions given the Land Department as to the method of adjusting complainant's claim.

SCHEDULE F.

INSURANCE COMPANIES.

Articles of association of Insurance Companies, or amendments to the same, approved by me in the year 1887.

1. The Farmers' Mutual Fire Insurance Company, of Kalamazoo county. Approved January 25, 1887.

2. Articles of association of the Swedish Farmers' Fire Insurance Company, of Wexford and Osceola counties. Approved February 23, 1887.

3. Farmers' Mutual Fire Insurance Company, of Gratiot and Isabella counties. Amendments to the same, approved February 17, 1887.

4. Articles of association of the Michigan Millers' Fire Insurance Company. Approved February 16, 1887.

5. Amended articles of association of Eastern Jackson Farmers' Mutual Insurance Association. Approved March 2, 1887.

6. Detroit Manufacturers' Mutual Fire Insurance Company. Articles of association approved, March 2, 1887.

7. Articles of association of the German Baptist Brethren Farmers' Mutual Fire Insurance Company of Barry, Ionia and Kent counties. Approved May 6, 1887.

8. Amendments to the articles of association of the Detroit Fire and Marine Insurance Company, increasing its capital stock. Approved May 8, 1887.

9. Articles of association of the Detroit Mutual Fire Insurance Company of Wayne, Washtenaw and Lenawee counties. Approved May, 1887.

10. Articles of association of the Farmers' Mutual Fire Insurance Company of St. Clair and Sanilac counties. Approved June 17, 1887.

11. Articles of association of the Imperial Life Insurance Company of Detroit. Amendments to said articles approved October 28, 1887.

12. Articles of association of the Old People's Life Insurance Company of Jackson. Approved October, 1887.

13. Amendments to articles of association of Standard Life and Accident Insurance Company of Detroit. Approved November 4, 1887.

14. Amended articles of association of the Mutual Life Association of Clinton county, Michigan. Approved November 18, 1887.

15. Amended articles of Standard Life Association of Bay City. Approved November 19, 1887.

16. Articles of association of Farmers' Mutual Fire Insurance Company of Ogemaw, Arenac and Iosco counties. Approved November 24, 1887.

17. Amended articles of association of Mutual Life Association of Michigan. Approved December 2, 1887.

OPINIONS
OF THE
ATTORNEY GENERAL.

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OPINIONS.

[No. 1.]

Foreign insurance companies.—Howell's Statutes Sections 4291, 4341, 4342, 4343 construed.—Required to make full and complete statements.—Deposits to be made.

ATTORNEY GENERAL'S OFFICE, }
Lansing, Jan. 18, 1887. }

Hon. Henry S. Raymond, Commissioner of Insurance :

DEAR SIR :—Replying to your favor of the 7th inst, relative to the character of statements which should be made by foreign insurance companies under *Section 4291 and 4341, 2 and 3, of Howell's Statutes*, would state : That in my judgment, under the former section (4291), these companies were required to make full and complete statements of all their business, as the statute in terms refers to the filing of the "annual statements" of such companies, and then follows : "They shall also cause to be made out and filed, supplementary annual statements of their business, in the United States for the year ending the thirty-first day of December, on the first day of January in each year, or within sixty days thereafter."

Section 4341 was a later enactment, and to a certain extent, it has superseded and modified the prior statute. This latter act, provides for the deposit of securities in any State of the United States "for the sole benefit and security of the policy holders of such insurance company or corporation residing in the United States," to the amount of \$200,000, and a report of its financial standing and such securities, together with a full statement of the business done in the United States during the year preceding such statement, etc.; and further down in the same section (4341), it provides: "In estimating the financial standing of such companies or corporations, such deposit of two hundred thousand dollars shall be considered the cash capital of the company." This seems to confine the statement here provided for, to the business done and securities deposited in the United States.

Very respectfully,

MOSES TAGGART,
Attorney General.

[No. 2.]

State roads, bridges.—Liability of counties in not keeping bridges in the same, in repair.—County not liable in damages for such failure.

ATTORNEY GENERAL'S OFFICE, {
Lansing, Feb. 3, 1887. }

B. Hall, Esq., Supervisor of Sumner Township, in behalf of the Board, Ithaca, Gratiot County, Michigan:

DEAR SIR:—Having disposed of matters pressing upon me at the date of your communication, I reply to the same:

From your statement it appears, that under act 77 of the laws of 1850, a State road was established in your county, and upon the line of which a bridge was constructed at Bridgeville, in your county, over Pine river. From papers submitted, it seems that the Board of Supervisors of Gratiot county, in the years 1858 and 1876 made appropriations, first to aid in building, and second to rebuild said bridge.

The question you ask is, as to whether by {failure to continue its appropriations to said bridge, the county becomes liable for any damages that may accrue; or in other words, whether the county is legally obligated to continue its aid, and keep said bridge in repair.

The care of State roads is given to the commissioners of highways, but the same cannot be discontinued, except by direction of the board of supervisors. *Howell's Statutes, Section 1321.* Quite full control of such roads, is given to the board of supervisors by *Section 497, Howell's Statutes.*

There was an act in 1846, I believe, which, under certain circumstances, made counties liable for damages, in connection with State roads, but the same was repealed in 1881, and has no important bearing upon this question. I do not find any law creating a liability for damages, by reason of the failure of the county to care for and keep up the bridge in question, or that imposes such duty upon the county. If the township will not do it, it may be advisable for the board of supervisors, to proceed to have the road upon which the bridge, is built vacated. *Section 1384 of Howell's Statutes,* permits, (but does not impose it as a duty), certain aid to be given by the board of supervisors, to the construction of bridges, or the rebuilding of the same, where the contract price exceeds fifteen hundred dollars. I do not think, therefore, that your board of supervisors will incur any liability, by discontinuing its financial aid to the bridge over Pine river, at Bridgeville.

Very respectfully,

MOSES TAGGART,
Attorney General.

[No. 3.]

Supreme Court act increasing the number of judges.—Held valid under Section 2, Article 6, of the Constitution.

ATTORNEY GENERAL'S OFFICE, {
Lansing, Feb. 7, 1887. }

Hon. Cyrus G. Luce, Governor:

DEAR SIR:—Your communication of the 4th instant, relative to the bill providing for the election of an additional judge to the Supreme Court, and extending the term of the

Judges of said Court, was received on my return from Detroit. As I stated last evening, the question of increasing the number of Judges of the Supreme Court was somewhat examined by me two years ago, when I came to the conclusion that such legislation would be held valid. *Section 2, Article 6*, of the Constitution precluded any organization of a Supreme Court for six years, and provides for the number of Judges constituting such Court. And further that "such Supreme Court when so organized shall not be changed or discontinued by the Legislature for eight years thereafter. The Judges thereof shall be so classified, that but one of them shall go out of office at the same time. Their term of office shall be eight years." The language of the Constitution precludes, of course, the Legislature after such Court has once been organized, from in any manner interfering with the same, for the period of eight years, and, in my judgment, a fair construction of such language permits the Legislature to change its organization after the lapse of eight years. Certainly there is nothing in this language that prohibits such action, and the clear implication permits it. For such period it cannot be changed, or discontinued by the Legislature.

In the provision as to how the Judges are to be classified, and stating the term of their office to be eight years, I think there was in mind, the Judges of the Court first established, and that by this language the framers of the Constitution, as they have expressed their intent in this section, did not mean to provide how the Judges of the Court in any organization after the first, were to be classified, nor to limit the Legislature in the time for which the Judges under any reorganization should be elected.

Very respectfully,

MOSES TAGGART,
Attorney General.

[No. 4.]

Manufacturing companies.—Uniform blanks under law of 1885.—Substantial uniformity required by law.

ATTORNEY GENERAL'S OFFICE, }
Lansing, Feb. 8, 1887. }

Hon. Gil R. Osmon, Secretary of State:

DEAR SIR:—Replying to yours of the 3d inst. relative to the manufacturing law of 1885 and the blanks to be used by such corporations, would say: That while I think that the statute requires the use of uniform blanks, I do not think it precludes a corporation from using blanks of its own preparation, provided that the form is substantially like that prepared at your office, and in compliance with the law.

While in so far as the law expressly requires certain statements to be contained in the articles of association, all of which your blanks include, the blanks must be uniform.

There may, however, be instances where, to fairly express the object and intent of the corporation, and the business which is to be carried on by it, it will be necessary to use larger blanks than those prepared by you, and to set out matters which might not as properly be set out, under some one of the propositions or heads of the blanks as under another and different one.

To constitute the blank prepared, absolute law, its form should have been adopted by the Legislature, as a part of the enactment, but as the law now stands, substantial uniformity can be, I think, properly insisted upon.

Section 17 of the law, provides that such corporation "may at any annual meeting, or any meeting duly called for that purpose, by a resolution adopted by a vote of two-thirds in interest of its capital stock, amend its articles of association in any manner not inconsistent with the provisions of this act." Such amendment, is to be recorded the same as the original articles.

The permission to amend, extends to any change not inconsistent with the provisions of this act, and does not in terms refer to any limitation, by reason of, or to make it conform to, any particular blank used. If the amendment of the articles of association can be made as broad as the general authority of the law extends, so it would seem, the original articles, can at least be just as broad. I think, therefore, that you can as far as the express requirements of the statute go, reasonably insist on uniformity or substantial uniformity, and as to any additional provisions of articles desired by companies, you probably cannot preclude such provisions, if insisted upon by them.

The reason for uniform blanks and of the act is apparent, and companies as far as possible should be willing to comply with it.

Very respectfully,

MOSES TAGGART,
Attorney General.

[No. 5.]

Support of paupers.—Construction of Sections 1788, 1789, 1767, 1768, 1769, 1770 of Howell's Statutes.—Liability of counties for support of paupers.—Settlement of same.

ATTORNEY GENERAL'S OFFICE, {
Lansing, Feb. 9, 1887. }

D. B. Morgan, Esq., Prosecuting Attorney, Adrian, Mich.:

DEAR SIR :—Your inquiry of the 5th instant, was duly received. You state that about two years ago a Mrs. Kittridge, was living in Ann Arbor and receiving aid from that city; that a supervisor of that city purchased her a ticket to Adrian, and by such assistance she came to the latter city. After a short residence at Adrian, Mrs Kittridge called upon an Adrian supervisor for assistance, which was given, and Washtenaw county properly notified.

The settlement of Mrs. Kittridge in Washtenaw county was at first denied and then conceded by the Superintendent of the Poor to have been at Ann Arbor. The first relief to this woman was paid by Washtenaw county, and for several months thereafter she lived without public assistance, when she again called for help, which was rendered by the authorities of Lenawee county, and the officials of Washtenaw county promptly notified, but they refused to pay this second bill, for the reason, that she had not been in Washtenaw county within a year next preceding such last assistance.

From your statement I understand the facts to be : That Mrs. Kittridge has not been in your county for an entire year without receiving public assistance, and for that reason, your officials claim that she has gained no settlement there and is still a charge upon Washtenaw county, and that the authorities of the latter county insist, that she has lost her settlement in it, and that any bills for support which had been paid were paid by Ann Arbor and not the county.

You state, however, that notice was sent to the Superintendents of the Poor of Washtenaw county, and the money for the bill paid, came from them. The question submit-

ted is as to whether Mrs. Kittridge had gained a settlement under the circumstances stated in Lenawee county. *Section 1789, Howell's Statutes*, provides that no person shall be removed as a pauper from one township, or city or county to another township, city or county. *Section 1788 of Howell's Statutes* provides: "No residence of any person as a pauper in the county poor-house, or place provided for the support of the poor, in any township while supported at the expense of any township or county, shall operate to give such pauper a settlement in the township where such actual residence may be had." This statute would probably exclude the time during which this woman was supported in your county, from that which could be included in the time going to fix a settlement therein. *Section 1767, Howell's Statutes*, makes it a misdemeanor to transport, or cause to be carried, a pauper from one county to another. *Section 1768, Howell's Statutes*, provides that such pauper shall be supported by the Superintendents of the Poor of the county from which he may have been removed, or brought, and it is required to take charge of such pauper. *Sections 1769, 1770, Howell's Statutes*, provides how the pauper shall be removed, and the liability of the delinquent county for expenses. From the statement made, it seems this action provided for by the last sections of the statutes referred to, was not taken, or at least by reason of payment of the expenses of Mrs. Kittridge, nothing further than the first notice was given or done. The rights of the parties or counties are not entirely clear.

I assume, however, that Mrs. Kittridge was a pauper, and that she was sent from Washtenaw to Lenawee county contrary to law, nor do I think that she gained a settlement in Lenawee, unless she resided there for one year without support from Washtenaw county.

The language of *Section 1788* is consistent with this view, and under the circumstances as detailed in your letter, it is not unreasonable to assume that this support should be construed to have been given under *Section 1766, Howell's Statutes*, which provides that the support of paupers, &c., may be "in such place and in such manner as shall best promote the interests of the county."

The fact that this pauper's prior settlement was in one township of Washtenaw, would not, as it occurs to me, make any difference as between the counties. With this understanding of the facts, it is my opinion that the county of Lenawee can give notice, if not already given, and require Washtenaw county to support Mrs. Kittridge under the statutes referred to. There may be some facts or circumstances that have been overlooked, which may present a different aspect, and I only give this opinion on the facts as I understand them from your letter.

Yours truly,

MOSES TAGGART,
Attorney General.

[No. 6.]

Construction of Sections 41 and 43, of the tax law of 1885.—Township moneys to be applied to make any deficiency of school tax, and, if not sufficient, then the State taxes, or so much as may be required.

ATTORNEY GENERAL'S OFFICE, }
Lansing, Feb. 25, 1887. }

James E. McCauley, Esq., Supervisor, Galilee Township, Manitou County, St. James, Mich.:

DEAR SIR:—Your letter dated the 11th inst., is before me, and this is the first opportunity for giving it attention.

You enclose a copy of a letter from Deputy Auditor General Pratt, and ask my opinion of his construction of Sections 41 and 43, of the tax law of 1885. The question you raise is, as to whether, before the Town Treasurer can retain county and State funds for school taxes, he must exhaust township moneys; and if there is a deficiency in the school fund, whether such deficiency must be made up, from the county and State moneys, in his settlement with the County Treasurer. These questions should, ordinarily, be asked of the Prosecuting Attorneys of the various counties, but as this is one of such general interest, will give you my view of the law in question.

While conceding the force of your position, which has been as strongly stated by you as it can well be put, I am compelled to agree with the tax department, as stated by Deputy Auditor General Pratt. I do not agree with you, in your view that Section 41 of the act is of no importance in determining the construction of Section 43. Section 41 provides, if the full amount of township taxes are not collected, "such portion thereof as he shall collect, shall be retained by him, and paid out for the following purposes, and in the following order, viz:

"*First*, The amount raised for school purposes, to be paid on the order of the school district officers;

"*Second*, The amount raised for the general township purposes, to be paid on the order of the Township Board;

"*Third*, The amount of highway taxes, to be paid on the order of the Commissioner of Highways."

If there is not the full amount of taxes collected, enough of the sum collected, must be applied to the school tax, to satisfy moneys to be applied to such demand. If the authority of the Treasurer extended to retaining money of the county or State for the entire sum lacking in the collection of school taxes, then why was any provision needed like the one here found; or if necessary under certain circumstances, where the amount of State and county taxes collected were not sufficient to make up this deficiency, would not Section 41 have provided, as to the use of township moneys belonging to other than school funds, *after* the amount retained from county and State taxes had been applied and found insufficient?

There is nothing in Section 41 that indicates that the use of other township moneys than school money, is to be affected or withheld until any county and State money retained, has first been applied and exhausted.

When the return to the County Treasurer is made by the Town Treasurer, all town moneys of every description, are in the treasury of the township, and under the law, applicable to the same, as far as needed, are required to be used for school purposes.

Now, when the return is made, what deficiency exists, in the sum collected for school purposes? The town taxes, other than those expressly collected for such object, have

been already applied to such purpose, or are required to be so applied, as fast as needed, and as rapidly as the school district officers, may give orders upon the fund. This being the case, what need is there, it may be said, of this language in Section 43, of the tax law?

The entire taxes collected for township purposes may not be enough to satisfy the demand for school purposes; or possibly no township taxes, other than school, may have been collected, and in either event, this law permits a retention of State and county money, not exceeding the deficiency in the sum collected for school purposes to help out this particular fund. I think the object and intent of this legislation, were to require the towns to care for their own expenses, except where the entire amount of money raised was not enough to care for the schools, then, that educational interests might not suffer, they were permitted to retain money belonging to the State and county.

If *Section 41* were construed as you construe it, to wit: that the object of the Legislature was merely to authorize the payment of the different classes of township monies, and not to permit or require the use of other than school taxes for school purposes, why is such section prefaced with the words: "In case the Township Treasurer shall not collect the full amount of taxes required by his warrant to be paid into the township treasury?" This Section is only applicable when the full amount is not collected, and very clearly not only permits, but requires, other than school taxes to be applied for school purposes.

This may be a "flagrant" construction of the law, but I think it is the one the courts will place upon it, if brought before them.*

Very respectfully,

MOSES TAGGART,
Attorney General.

No. 7.]

Elections.—Registration.—Willful violation of registration should be punished.

ATTORNEY GENERAL'S OFFICE, }
Lansing, March 1, 1887. }

J. B. Upton, Esq., Prosecuting Attorney, Big Rapids, Mich.:

DEAR SIR:—Replying to yours of the 26th ult., relative to certain persons violating the registration law, would say that I have examined the statute referred to, Sec. 171 C. L. of 1871, being Sec. 92 of Howell's Statutes.

You state that the party applying to the board to register, said he did not know whether he was entitled to register, and produced his papers, which showed he had not declared his intention for six months prior to the election, shortly to take place. The claim is made that the board is liable, under the act in question, for registering him under these circumstances.

The doubt expressed by yourself is as to whether the statute applies to the registration of others than non-residents. The reading of the Section (92 of Howell) would seem to answer this doubt and question, as the statute reads: "The name of no person but an actual resident of the township at the date of the registration and entitled under

* NOTE—Law of 1887, amending this act, affects this further, and changes the construction.

the Constitution, if remaining such resident, to vote at the then next election or township meeting, shall be entered in the register."

All persons, whether residents or otherwise, not entitled to vote at the election following the meeting of the registration board, are excluded from registration. The question as to whether a prosecution shall be instituted, is one peculiarly within your province. Personally, if I thought the law had been willfully violated, I see no reason why the law should not be enforced, but if the parties composing the board acted in good faith under the belief that the law entitled this man to registration, and so registered him, should hesitate about instituting criminal proceedings.

If any prosecution is commenced, I suppose it could be against one or all of the members of the registration board who had violated the law.

Very respectfully,

MOSES TAGGART,
Attorney General

[No. 8.]

Dentistry.—Construction of act 140, Laws of 1883.—Wandering physicians.—Reputable colleges.—Listing of persons licensed to practice.—Registration.

ATTORNEY GENERAL'S OFFICE, }
Lansing, April 29, 1887. }

G. S. Shattuck, Esq., Treasurer of State Board of Examiners in Dentistry:

DEAR SIR:—You ask for my opinion of act No. 140 of the Laws of 1883, regulating the practice of dentistry in the State. You ask:

First. Whether "a physician under the cover of this law, can travel about the country with a brass band, negro minstrel show, to attract a crowd, extract teeth free of charge, as a further attraction to the people in order to sell them his nostrums."

Second. Whether the State Board of Examiners "have the authority to say what is a reputable college or otherwise, that is, have we absolute power to refuse a diploma from a college which we may think does not come up to the standard in its classification and teaching?"

Third. Whether a college whose diploma you have refused to recognize, can commence suit in any of our Courts, and make members of the Board liable for costs if they are defeated in the action, and as to the proper course to pursue, if such suit is brought.

It seems from your statement, that for reasons satisfactory to your Board, you have refused to register those presenting diplomas from the Indiana Dental College, and that the trouble arises from students and graduates of that institution being refused registration, under the act in question.

First. As to the first question, will say that I do not think the proviso to Section 12 of act 140, "that nothing in this act shall be construed so as to interfere with physicians and surgeons in their practice as such," will permit quacks or persons who may in some way have received diplomas to practice as physicians and surgeons, to traverse the country, and advertise their nostrums by extracting teeth. I do not regard such proceedings that of the practice of a surgeon or physician.

Second. Section 1 of the act reads: "That it shall hereafter be unlawful for any person to practice dentistry in this State, unless such person has received a diploma from the faculty of a reputable dental college, duly incorporated under the laws of this or some other State of the United States, or a certificate of qualification from the Board of

Examiners provided for by this act." Section 5 provides for an examination of applicants once in each year, after the giving of thirty days' notice, to each practicing dentist in the State who has filed his name and address with the Secretary of the Board.

It will be seen from the first section, that either a diploma from a "reputable dental college" or a certificate from your Board, authorizes the person holding the same to practice dentistry.

Section 9 makes it the duty of your Board to keep a list of the names of all persons to whom licenses have been granted under this act, and also of all persons practicing dentistry in this State, in a book to be provided for the purpose. This list is to be kept whether any application is made or not, to your Board. Section 11 provides for "each person now engaged in the practice of dentistry in this State" to within ninety days thereafter, such act takes effect, to send to the Secretary of your Board an affidavit stating his name, place of business, postoffice address, the length of time he had been engaged in practice, and if a graduate of a dental college, the name of the same, etc. I do not think you have any authority to reject from your list, any one who is in the regular practice of dentistry, and no other registration appears to be required by the statute.

When persons apply for examination, of course your Board, or its members, uses its or their discretion and judgment in passing upon their qualification and issuing certificates.

It seems to me, however, that you are not called upon, in making up your list of practicing dentists to pass upon the "reputable" character of the dental college from which any of them may have received diplomas.

If you find that some person is practicing without any diploma from a "reputable dental college," such person can be prosecuted, and, if found guilty, made liable to the penalty provided by the law. Nor do I think you are called upon or authorized to refuse to register any practicing dentist, whatever may be your opinion as to his authority to practice.

There seems to be no other registration required, than the making of lists, unless it be of those to whom certificates are issued. The law appears to be somewhat defective, in not conferring upon your Board the right to determine the qualifications, both of the individual applicant, as well as the sufficiency of the diploma, held by the practicing dentist.

Third. As I view the law, cannot see that any suit will lie against you by any dental college for the performance of your duties in keeping lists in your office, and hence the question as to costs becomes immaterial.

Yours truly,

MOSES TAGGART,
Attorney General.

[No. 9.]

Extradition.—Fugitive from justice.—Questions that can be tried and considered by the Governor when asked to grant a requisition made upon him.—What constitutes a fugitive from justice.—*Bona fide* prosecution.

ATTORNEY GENERAL'S OFFICE, }
Lansing, May, 1887. }

In the matter of the Governor of Missouri's demand and requisition for E. J. Wright from the Governor of Michigan:

In this matter, the genuineness and regularity of the papers, seem to be conceded by the respondent. No question appears to be made but that a crime is charged in the State of Missouri. The question is not, as to whether the party is guilty, but whether he is legally charged with crime.

Spear (last ed.) p. 361.

The matter of Clark, 9 Wend., 212.

Whether the act or acts charged, to have been done constituted a crime under the laws of the State where committed is one that can be passed upon by the Governor on whom the requisition is made, but the question of fact, of guilt or innocence, is not open for trial in a proceeding of this character, as the tribunals of Missouri are to try such issue.

If, however, the object, is not to secure the trial of the defendant for the crime charged, but to force a collection, or to carry him into another jurisdiction, not for trial, but for some ulterior purpose, then the application should not be granted, as it is a fraud upon the law, and not within its object and intent as construed by the Courts.

The most important question probably, is as to whether Wright is a fugitive from justice, in the sense in which that term is used. A strict construction of such term and full proof of the fleeing of one charged with crime from the State where the act was done, to the State from whence he is demanded, would block the prosecution of many deserving criminals, as their motives in going from one State to another are entirely in their own minds, and not susceptible of express proof.

As bearing upon the question of whether Wright is a fugitive from justice, his guilt or innocence of the crime charged, is not open to investigation. If Wright claimed to have been absent from the State of Missouri, at the time in question, he could prove that upon two grounds: First, because he was not a fugitive from that State, and second, upon the ground that he had not committed any crime against the laws of such State.

The bodily presence of Wright establishes the fact that he is in this State, and that he was in Missouri at the date of the alleged embezzlement, is not controverted.

These facts, namely: Wright's presence in Missouri at the date of the alleged offense, and his removal from that State to Michigan subsequently, where he is found at the presentation of the requisition of the Governor of Missouri, makes at least a *prima facie* case against him as a fugitive from justice. Judge Cooley, in his article quoted in the text-books, holds to this, if not more, and the reason suggested by him why it should not be held conclusive is, that one who had never been in the State where the crime was committed, might be held bound by a conclusive presumption, but the showing which would be permissible that the laws of such State had not been violated, would in this case answer such objection. The case of 17 Hun., 190, holds such facts conclusive.

This is consistent with the language of Justice Matthews: "To be a fugitive from justice in the sense of the Act of Congress regulating the subject under consideration, it is not necessary that the party charged should have left the State in which the crime is alleged to have been committed, after an indictment found, or for the purpose of

avoiding a prosecution anticipated by him, but simply, that having within a State, committed that which by its laws constitutes a crime, when he is sought to be subjected to its criminal process to answer for the offense, he has left its jurisdiction, and is found within the territory of another." *Roberts vs. Reilly*, 116 U. S., 97. This question may not be entirely settled, but in the language quoted from Justice Matthews, I think he intends to hold on the facts there stated, which are, as I understand, identical in this particular with those in this matter, as far as given, that one in a State where a crime was committed, properly charged with it, and found in another State, although not coming to such State or leaving the first to avoid prosecution, is a "fugitive from justice" in the meaning of the Constitutional provision.

The following questions are undoubtedly open.

First, Whether the proceeding is in fraud of the law and not for *bona fide* prosecution of crime.

Second, Whether Wright is legally charged with the offense.

Third, Whether the offense charged was in violation of the laws of Missouri.

Fourth, And whether Wright is a fugitive from Missouri, leaving open only the question whether he was there, when the crime was alleged to have been committed.

After a careful examination, I think the better law, as laid down in the books is, that this should limit the inquiry. If the question of fact as to whether Wright actually left Missouri to avoid prosecution for crime, had to be established, to show him a fugitive from justice, this would necessitate the trial of the question as to his guilt or innocence, as, if he were innocent, it could not well be found that he escaped to avoid prosecution, and was a fugitive from justice, and particularly at a time when no crime had been charged.

The action of the Chief Executive of this State, cannot be reviewed, and if grounds sufficient are shown, think a warrant issued can be revoked.

The long delay, the conduct of complaining parties interested in the prosecution, the methods adopted by them in the proceedings, if out of the usual course, can be considered in determining whether the prosecution is *bona fide* or not, and the conclusion to be drawn therefrom is one of judgment and discretion of the Executive.

Having heard but little of the proof in this matter, am not prepared to suggest an opinion as to what it establishes upon any of the points stated.

Very respectfully,

MOSES TAGGART,
Attorney General.

To Hon. Cyrus G. Luce, Governor of Michigan.

[No. 10.]

Legislative manuals.—Construction of the act of 1887 for distribution of same.—
Whether applicable to those published at the time the act became a law.

ATTORNEY GENERAL'S OFFICE, }
Lansing, May 13, 1887. }

Hon. Gil. R. Osmun, Secretary of State:

DEAR SIR :—Your letter of date May 10th, enclosing a copy of an act, relative to the publication and distribution of Legislative manuals, and asking my opinion as to the construction thereof, is before me.

Upon my first examination of this act, I was quite strongly impressed with the view that in its application, it must be construed as prospective, and not so as to affect Legislative manuals published under the law of which this is amendatory.

Section one of this act, an act approved April 21, 1837, reads: "That hereafter the Secretary of State, shall cause to be prepared and published bi-ennially the Legislative manual, to be distributed by him to the persons and officers hereinafter named," and then goes on to provide the method of distribution, naming the persons and officials who shall be entitled to receive manuals, and the number that shall be deposited in the office of the Secretary of State for sale. by such official at a price not less than the actual cost thereof.

Were this act an original one, and not an amendment to a prior similar enactment, there would be no question in my mind as to its construction being purely prospective, but upon an examination of the act of which this is amendatory, and the decisions which seem to govern in the construction of amendments of this character, I am inclined to think that it should be given a construction which will make it applicable to manuals published under the law of 1879, of which this is an amendment. The act in question amends that of number 263 of the Public Acts of 1879.

The enacting clause recites, that section one of the original act, stating the title, shall be amended "so as to read as follows." The section in question is almost identical, with the exception hereinafter stated, word for word, with that of the act of 1879.

The last clause of the section, varies from the corresponding section of the act of 1879 in this, that it provides for the distribution by the Legislature, of twenty-two hundred copies of the manual, instead of fifteen hundred copies provided for by the original act, and leaves with the Secretary of State for sale two hundred, instead of nine hundred copies.

I find word for word, in this new act, the first sentence of the original act, which recites: "That hereafter the Secretary of State shall cause to be prepared and published bi-ennially a Legislative manual, &c."

With the two exceptions, therefore, to which I have referred, it is identically, the act of 1879.

No provision is contained in this act, for the distribution of the Legislative manuals upon hand, when it became a law and took effect, and unless it is construed to apply to such manuals there is no authority under which they can be disposed of by you, as the old law is entirely superseded by the new.

I find upon an examination of authorities, that where a law is amended, and the amendment contains the same provisions as that of the old law, and in fact is in part a re-enactment of the old law, using the same language, that such part of the old law as is re-enacted by the amendment, is given force and effect, as of the date when such original law was first made.

In the case of *Moore vs. Mausert et al.*, 49 N. Y., page 335, where an act of 1854 was amended by an act of 1889, providing for the enforcement of mechanics' liens, the Court uses this language, referring to the case of *Healy vs. Holton*, 15 N. Y., 595, "it was decided by this Court, that the effect of an amendment of a statute made by a subsequent statute, declaring that such statute shall be amended so as to read as follows, retaining a part of the statute amended and incorporating therein new provisions, was not to repeal the part retained, and re-enact the same, but that such part of the statute continued in force from the first enactment, and that the new provisions incorporated, became operative from the time the amendatory statute took effect."

It would follow that where certain provisions of the original statute were omitted from the amendatory statute, such provisions were abrogated and ceased to form any part of the statute after such time.

Applying these rules to the present case, it follows, that the word "hereafter" in the first line of section one, chapter 403, page 1086, laws of 1854, being contained in the section as amended by chapter 588, page 1355, laws of 1869, continues to speak from the time of the passage of the act of 1854, and applies to, and includes, all labor and materials after that time.

It will be seen that the word "thereafter," which would seem to make this act applicable to manuals published after it became a law, was copied from the act of 1879, the same, as the same word in the case to which I have just called attention, was copied in the act of 1869 from the act of 1854; and if the case of *Moore vs. Mausert et al.*, is good law, then this act in question, should be held applicable to manuals upon hand, published under the law of 1879.

The case of *Harting vs. the People*, 26 N. Y., page 172, and that of *Glebtz vs. the State*, 38 Wis., page 549, recognize the same rule. The cases of *Conrad vs. Nall*, 24 Mich., page 275, and *Parsons vs. the Circuit Judge, Wayne*, 37 Mich., page 290, in the dictum of the Court, seem to recognize the same rule of construction, although the identical points were not directly before the Court in those cases.

Respectfully submitted.

MOSES TAGGART,
Attorney General.

[No. 11.]

Lotteries.—Advertising of lotteries in the State under the guise of a news item, is a violation of the law, and makes the publisher of the paper liable to prosecution.

ATTORNEY GENERAL'S OFFICE, }
Lansing, July 5, 1887. }

D. B. Morgan, Esq., Prosecuting Attorney, Adrian, Mich.:

DEAR SIR:—Your letter of 29th ult. received on my return from a few days' absence.

You enclose a clipping from a paper in your section, which purports to be an editorial taken from the "Argus," of Cairo, Illinois. This editorial (so-called), specifies the manner in which one, Corcoran, drew a large prize in the Louisiana State lottery. It states the number of his ticket, the date of drawing, and gives a brief biographical sketch of Mr. C.

While this is not as specific as the "Lucky Rob" notice, it is evidently published for the same object.

You ask my opinion as to whether the publication of this notice, is a violation of the law prohibiting lotteries, *Chapter 324, Howell's Statutes*. My attention was called to the "Lucky Rob" notice, by a prominent member of the bar, and gentleman of Detroit, who entertained no doubt but that it was a violation of the law. The latter article, as published, stated the address to which Mr. Robb sent, but otherwise varied but little from this.

I would not regard the publication of a mere item of news, to the effect that some individual had drawn a prize in some lottery scheme, as a violation of this law, but it

is a different matter, where a notice, whether clothed in the garb of an editorial or not, is published as an advertisement, calculated to, and published for, the purpose of attracting attention to some lottery business, and inducing investments therein.

If this notice is published as an advertisement, and advertising matter, then my judgment is that it would come within one, if not two, of the sections of the act in question.

Section 9332 of Howell's Statutes reads: "Every person who shall sell, either for himself, or for any other person, or shall offer for sale, or shall have in his possession with intent to sell, or offer for sale, or to exchange, or negotiate, or *shall, in any wise, aid or assist in the selling, negotiating or disposing* of a ticket in any such lottery or gift enterprise, or a share of a ticket, or any such writing, certificate, bill, goods or merchandise, token, or other device, as mentioned in the preceding section, shall be punished for every such offense."

Unless this section is so narrowed by strict construction, as to only make it applicable to a single ticket, instead of *lottery tickets*, then this notice, if it aids in the disposal of lottery tickets, is a violation of this provision of the act.

The words, "as mentioned in the preceding section," tend to broaden rather than narrow the construction of this section, as will be evident from reading the section referred to (Section 9331).

Section 9334 of Howell's Statutes reads: "Every person who shall advertise, print, or publish any lottery ticket, a gift enterprise, or any share in any such ticket, for sale either by himself, or by another person, or who shall set up or exhibit, or shall devise and make, for the purpose of being set up or exhibited, any sign, symbol, or any emblematic, or other representation of a lottery or gift enterprise, or of the drawing thereof, in any way indicating where a lottery ticket, or share thereof, or any such writing, certificate, bill, goods, merchandise, or chattels, token, or other device before mentioned, may be purchased or obtained, * * * shall be punished, for every such offense, act, or attempt, by a fine of not exceeding one hundred dollars."

Is this not an "other representation of a lottery," and does it not indicate where lottery tickets may be purchased?

Several newspaper men, connected with the State press, have advised me that they had been asked to insert such editorial matter as advertisements, and had declined to accept any proposition of such a character. I do not advise prosecution for any technical violation of this law, as I think, when attention is called to the statute, further violation will be avoided; but if, after fair notice given, any one deliberately violates this law, I see no particular reason why this, as well as other laws, should not be enforced.

Yours truly,

MOSES TAGGART,
Attorney General.

[No. 12.]

Railroad crossings.—Culverts required to be built under Howell's Statutes.—Section 3523, also act 224, Sec. 24, laws of 1885.—Railroad company having complied with the law and surroundings when the road was built cannot be made to put in more culverts.

ATTORNEY GENERAL'S OFFICE, }
Lansing, July 14, 1887. }

Hon. John T. Rich, Commissioner of Railroads, Lansing, Mich.:

DEAR SIR:—Your letter of the 11th instant, enclosing correspondence with Mr. Wetrous, the attorney for Reuben Brown, and the officials of the F. & P. M. railroad, duly received. It appears as a fact conceded that where the railroad crosses the farm of Mr. Green, and at a proper point in the swamp upon his farm, a suitable culvert has been built by the company, and sufficient as to so drain such swamp as to keep it at its natural or "former state."

This a compliance with subdivision 5 of Section 9, *Howell's Statutes*, 3523, as amended by Act 116 of the Laws of 1883, and also Act No. 234, Section 24 of 1885.

The further question then is, can a railroad company which has complied with the law applicable to the condition of affairs at the time its road is built, be compelled, when, by the improvement of farming lands and the necessity of additional drainage, new culvert and water-courses are required across its track and road-bed, to construct such culverts or water-courses through its road-bed, at its own expense.

In the absence of the provisions of the drain law hereafter referred to, my opinion is, that it cannot be required to do this, at its own expense, but that such drains would stand on the same footing as other drains, and the company would occupy the same position as any other property owner. As far as you are called to act officially, this probably is sufficient answer.

I find that the Legislature of 1885 did some work which may affect this question if not repealed. Section 17, Act No. 227 of the laws of 1885, reads: "Whenever it is necessary to run a drain across the right of way or road-bed of any railroad, it shall be the duty of the railroad company, when notified by the drain commissioner so to do, to make and maintain (the necessary opening through said road-bed and to build and maintain) a suitable culvert." Also see Sections 16 and 18 of the same act. The drain law of 1885 was, as I understand, quite materially amended and changed by the last Legislature, but not having such amendatory acts before me, cannot say whether these Sections are affected or not. The Secretary of State can advise you upon this point.

As far as I am able, this answers your question, and I will re-enclose correspondence sent me.

MOSES TAGGART,
Attorney General.

[No. 13.]

School law.—Holding of election of examiners.—When act takes effect.—Questions to be furnished.—Election of Secretary.—Special public examinations.

ATTORNEY GENERAL'S OFFICE,
Lansing, Mich., July 16, 1887. }

Hon. Joseph Estabrook, Superintendent Public Instruction :

DEAR SIR :—Your inquiry of the 13th inst. is before me. You call my attention to the act passed at the last session, amending the school law from *Section 5080 to Section 5162, Howell's Statutes*, inclusive, which act was approved June 27th, and takes effect September 26th, next, and ask the following questions :

1st. "Will the annual election of Examiner by the chairmen of the boards of school inspectors take place this year, notwithstanding the proviso in *Sec. 1, Chapter 12*, of the enclosed act?"

2d. "When can the election of a Secretary be held under the new law?"

3d. "Will the present Board of Examiners be required to hold a regular examination on the first Tuesday of August, as provided in *Sec. 3*, and must the Superintendent of Public Instruction furnish questions for such examination, as required by the proviso in *Sec. 4*?"

4th. "Will any portion of the act take effect, before the 26th day of September, or will all of the provisions of the old law, continue in force until that date?" *Article 4, Section 20*, of the Constitution, reads: "No public act shall take effect, or be in force until the expiration of ninety days from the end of the session at which the same is passed, unless the Legislature shall otherwise direct by a two-thirds vote of the members elected to each house."

A law must be understood as beginning to speak at the moment it takes effect, and not before. If passed to take effect at a future day, it must be construed as if passed on that day, and ordered to take immediate effect. *Rice vs. Ruddiman*, 10th Mich., 125, *Price vs. Hopkins*, 13th Mich., 323.

This act was not given immediate effect, as you state, and hence it takes effect under the constitutional provision referred to, and until such time arrives, the old law is in full force.

It follows, therefore, that the annual election of examiner, should be held under *Section 5150, Howell's Statutes*, on the first Tuesday of August next.

A secretary should be elected under the old law, on the fourth Tuesday of August next, and the first election of a secretary, under the new law, will be on the fourth Tuesday of August, 1888.

The present Board of Examiners, under the law in force, cannot hold a "regular examination" on the first Thursday of August, as that requires examinations to be held regularly in March and October. I see no objection, however, to the holding or having, a special public examination at such time, which to all intents and purposes, will accomplish the object of a general examination, but in conducting such examination, the provisions of the present, not the new, law should be followed.

No part of the new act, will have effect before the 26th day of September next.

Very respectfully,

MOSES TAGGART,
Attorney General.

[No. 14.]

Commutation of sentence, upon conditions.—Reclaiming prisoner when he has violated conditions imposed by commutation.—The best course, to ask the Governor to withdraw or revoke the original, in the light of decision of *People vs. Moore*, 26 N. W. Rep.

ATTORNEY GENERAL'S OFFICE,
Lansing, Mich., July 21, 1887. }

D. D. Spaulding, Esq.:

DEAR SIR :—In the matter of Bunn Archer, whose sentence was commuted by Gov. Alger upon the 18th day of May, 1885, to confinement in the Reform School, until he should arrive at the age of 18 years, upon the express condition, that he should commit no crime punishable under the laws of the State of Michigan, before February 9, 1890. I have made inquiry, and received a copy of the commutation order, and, while I am not fully possessed of all the facts, no time for further delay exists. The terms of commutation were as above suggested, and the breach of the conditions, as Mr. Gower advises me, was the breaking into a store, and the stealing of tobacco and cigars therefrom. Mr. Gower says nothing about the proceedings taken by which young Archer was returned to the State Prison, but I presume the proof of commission of the offense, was considered, without legal investigation, sufficient justification for his return to prison.

You ask two questions : 1st. "Is he legally held here, under such return by the officers of the Reform School?" 2d. "If held, should it be under the term of the original sentence by the Court for the term of 8 years, or until 18 years, of age, the term of commutation of aforesaid sentence?"

As to the first question, I answer that it is very doubtful whether he is now legally held at the State Prison, and particularly in the light of the case of *People vs. Moore*, 29 N. W. Rep., 180, to which your attention was called.

As to the second question, I would say that if Archer is held, think it should be for the term of the original sentence, only treating the time at the Reform School as a part of it. I would make application at once to Governor Luce, to withdraw the commutation of Archer's sentence, on account of the breach of its conditions.

My opinion is that he can do this, and that such action will be sustained by the Court. At least I do not think you should release the prisoner, if such order is now made by the Governor, and if application is made to the Court, will use my best efforts to hold him.

Very respectfully,

MOSES TAGGART,
Attorney General.

[No 15.]

Construction of Act No. 108, laws of 1885.—Juvenile disorderly persons.—Who constitute?—Whether persons can be convicted as such, when there is no school in session?—Sentences to Reform School.

ATTORNEY GENERAL'S OFFICE,
Lansing, July 21, 1887. }

Hon. C. A. Gower, Esq., Superintendent Michigan State Reform School:

DEAR SIR :—Your letter of 19th inst., relative to Act No. 108 of the laws of 1885, is before me.

By *Section 3* of said act, three classes of persons between the ages of eight and sixteen years, are made "juvenile disorderly persons," and subject to its provisions. Subdivision 3, of said Section reads: "Children who are not attending any school, and who habitually frequent streets and other public places, having no lawful business, employment or occupation which renders attendance at school impossible," and as to this class you ask: "Is it legal to commit a boy to this institution, under the provision of this act, during that portion of the year when no public school is in session in the town where the boy resides." The object of this act, is to require the attendance at school of wayward children, the title being "An act to provide for the compulsory reformatory education, of juvenile disorderly persons."

Section 5, of this act, makes it the duty of truant officers, to "give written or printed notice to the parent or guardian of any child, belonging to class three, as described and defined in Section 3 of this act, that said child is not attending any school, and require said parent or guardian, to cause said child to begin regular attendance at the ungraded school, within five days of the date of the service of said notice."

If further answer than the title, was needed, it is supplied by Section 5, and the subsequent Sections of the act.

No conviction can be had legally, unless the conditions exist, which make this act applicable, and no child can be punished by conviction and sentence to the Reform School or Industrial Home for Girls, as a "juvenile disorderly person" for failure to attend school, when no public school is in session in the town or city where he resides. Your view of the law is undoubtedly correct.

MOSES TAGGART,
Attorney General.

[No. 16.]

To what trains brakes are to be applied.—Railroad trains.—Construction of act 98, Laws of 1875.—Section 3368 of Howell's Statutes.

ATTORNEY GENERAL'S OFFICE,
Lansing, Mich., July 24, 1887. }

Hon. John T. Rich, Commissioner of Railroads:

DEAR SIR:—Your letter of the 23d inst. is before me. You state that, "on the 11th of July, a mixed train of the Bay City Division of the Michigan Central Railroad ran into a passenger train of the Chicago and Grand Trunk at the crossing, of the two roads at Lapeer, injuring several persons and doing some damage to property."

That, "incidentally, the question arises, whether the train of the Michigan Central, was equipped according to law."

You state that the train in question, is usually composed of one coach, one sleeper, and the remainder of freight cars, and is denominated, on the time tables as the "Night Express."

Section 3368 of Howell's Statutes, to which you refer, and act 98, Laws of 1875, provides, "that no regular passenger trains shall be run in this State without an air brake, or some equally effective device, for checking the speed of the train, to be approved by the Commissioner of Railroads." The question which you ask, is, whether this law is applicable to the train in question.

As I understand your statement, this train runs on regular time, is daily, and invariably carries passengers, so that it would not seem unreasonable, to call it a regular passenger train. "If, because it carries freight, it is not subject to the law, then the attaching of a fast freight car to each passenger train, would have the effect of taking them all without the law, as there would be no regular passenger train." A freight train with a caboose, or single car, a part of which was occupied by local passengers, would not come within the law. This train, however, has regular passenger coaches, sleeper, and day coach, and is advertised as an "Express train."

The law only requires the air brakes, or other device, to be attached to "each passenger car" on the train, and it would not seem improper to hold the law applicable to such extent. There may be practicable difficulties in the way, with which you are far better acquainted than I, and which should have a controlling influence, in giving construction to this.

MOSES TAGGART,
Attorney General.

[No. 17.]

School law of 1887.—Election of examiners.—Member of Board of School Examiners, not eligible to position of Secretary, and member of Board, cannot be elected Secretary by his own vote.—The Secretary does not stand on the same footing as other members of the Board.

ATTORNEY GENERAL'S OFFICE,
Lansing, Mich. July 29, 1887. }

James L. Spencer, Esq., County Clerk, Flint, Mich.:

DEAR SIR:—Replying to yours, handed me by Mr. Webber, being one of a multitude on this subject, will say, that I have given both the new and the old school law some consideration, and as I now recollect, have written you, or some of your citizens in regard to it.

I think the course suggested by Superintendent Estabrook, the best, namely: to elect no officers under the old law this coming month, and permit the present officers to continue in office until the new law takes effect, when a special election can be held, as there will be vacancies, except where the old law provides that the old officers shall hold over.

You ask me the following questions, which I will answer fully, as by doing so, I may answer others.

First, "Is a member of the County Board of School Examiners, eligible to the office of Secretary of the County Board of School Examiners?"

Second, "Can a member of the Board of Examiners, retain his position on the Board and also fill the office of Secretary of said Board, at the same time?"

Third, "Can a member of the Board of Examiners, be elected Secretary of said Board, by his own vote?"

First, Under the act of 1887, the two School Examiners, with the Judge of Probate acting as a member and clerk, constitute the Board, whose duty it is to employ a Secretary. My opinion is, that it was not the intention of the Legislature, that this Board, should employ one of their members as Secretary. This course is inconsistent with the performance by such member of his official duty as a member, and the two positions are incompatible;

Second, The second question is answered by what I have said, in reply to the first, and in the negative;

Third, The third question is also answered in the negative. The language of Section 2 clearly shows, that while the Secretary is a member *ex-officio*, he does not stand upon the same footing as the other members. It reads: "The Secretary of the Board shall be *ex-officio* a member and the executive officer of the Board of Examiners, in the transaction of all business of said Board, except in the appointing or removing from office, of the Secretary of said Board. The intention of the statute was to bring into the Board a fourth member, to act as its executive officer, and take part in the ordinary transaction of its business.

MOSES TAGGART,
Attorney General.

[No. 18.]

Swamp lands.—Grants of same for public improvements.—If constructed with a scheme of taxation by townships for the same purpose.—Under Section 9, Article 14, of the Constitution.—Under Section 45, Article 4, of the Constitution, the grant of the same should be on a two-thirds vote of the Legislature.

ATTORNEY GENERAL'S OFFICE, }
Lansing, ——— —, 1867. }

To the Board of Control of State Swamp Lands:

At the last meeting of said board, there was referred to the undersigned, several acts granting to various townships and counties, swamp lands of the State of Michigan, for the purpose of drainage and reclamation, as in said acts provided, with the instruction that we report, first, as to the legality of said acts, and second, as to the amount of lands already granted to the various counties in which said proposed improvements are to be made, with any other circumstances, bearing upon the question of the advisability of action, on the part of this board.

The clerk of this board, in pursuance of such resolution, and to aid us in this investigation, has placed in our hands copies of six acts of the last Legislature.

The first is entitled "An act to authorize, empower, and direct the Board of Control of State Swamp Lands, to construct a ditch through the townships of Hebron and Mackinac, in the county of Cheboygan." The language of this act, is positive in that it directs the board, to make an appropriation, leaving only to the discretion of the board, the amount to be appropriated.

The second bill, is an act to provide for laying out, and establishing a State road, to connect the East Saginaw and Au Sable river State road, with the Tawas and Manistee State road, in the counties of Arenac, Iosco, and Ogemaw, and to provide for its construction, by an appropriation of swamp land, and the raising and expenditure of certain moneys therefor, by the township through which said road passes. The first section, appoints Frank Duplanty, Charles S. Kalmer, and William Maurer, Commissioners to lay out and establish the road. It is provided, that the highway taxes on the land one mile on each side of the road, for five years from the passage of the act, when paid into the treasuries of the various townships, shall, by such treasurers, be paid over to the said Commissioners, to be expended by them, on said road, in the township in which said taxes are assessed. It also provides, that the township boards of the townships through which said road passes, may, by a majority vote of the electors thereof, issue

bonds of their respective townships, in an amount not to exceed one-half of one per cent, of the aggregate valuation of the above described district, to be payable in five years, with a rate of interest, not to exceed seven per cent. The Commissioners are required to account to the Board of Supervisors of the county, through which said road passes, at the annual session of said board.

The third act is entitled "An act to provide for the drainage and reclamation of swamp lands, by means of a ditch from Little Black lake in Muskegon county, to Lake Michigan, and to make an appropriation of State swamp lands therefor." The length of the drain, does not appear from the bill, and the provision is permissive, leaving the question entirely to the discretion of the board, as to how much, if any, land, shall be appropriated for the object named. There is no tax feature connected with this bill.

The fourth act, is entitled "An act to provide for the construction of a State road bridge, across Black river, in the township of Grant, St. Clair county, and to appropriate State swamp lands, the proceeds of which are to be used in the construction of said bridge." Whether this road is upon the line of the State road does not appear, but the records of the Land Commissioner's office, will probably show. The act, is not a positive appropriation, but an authority, leaving to the board, the discretion, as to whether any, or how much land within the limits, shall be appropriated.

The fifth act, is entitled "An act to appoint Commissioners, and provide for laying out and establishing a State road in the county of Newaygo, and to make an appropriation of one-half section of State swamp land per mile, for constructing and improving the same, and to provide that the highway money taxes, assessed and levied upon all lands situated within two miles of each side of said road, shall be used for constructing and improving said road, for a period of five years from the passage of this bill, and to provide for raising and expending, certain necessary funds therefor."

This act, is much like the second one, referred to above, in principle. The commissioners are appointed by this act, and it is made their duty to lay out and survey the road, and file the survey with the township clerk. In addition to the appropriation of swamp land, which is positive, and not left to the discretion of this board, it is provided, that all highway taxes, including highway labor taxes, assessed and levied upon the land situated within two miles of each side of said road, for a period of five years from and after, the passage of this act, shall be, when paid into the treasuries of the various townships through which said road shall pass, paid over to said commissioners, to be by them expended on said road, in the township in which said taxes are levied and collected. It also provides, that the highway labor that is worked within two miles on either side, shall be worked on said road, under the direction of the various overseers of highways, taking from overseer of highways the right to have any work done upon, or highway money expended in, the improvement of any road within two miles of either side of this road. It is made the duty of overseers of highways, to receive any money for highway taxes, and pay the same, over to the commissioners appointed by the act.

In this act, as in the second one referred to, it is made the duty of the commissioners to render an account to the board of supervisors of the county through which said road passes, at the annual session of said board.

The 6th act, is entitled "An act making an appropriation of state swamp land, for the purpose of cleaning dredging, and clearing out, the south branch of Black Creek, in the township of Eggleston, and also the township and county drains, in the township of Moreland, in Muskegon county, and directing the board of control of state swamp lands, to conduct the same." Nothing is stated in the title, in regard to the taxation scheme

which is found in the body of the act. Section one, of this act, appropriates by positive grant, sixteen sections of swamp land in the lower peninsula of this state, in the market, for the purpose of these several improvements. Provision is made for an application to the probate court, for the appointment of three commissioners, to superintend the construction of the work, upon notice given as required by the act. The duties of said commissioners, are, to cause a survey to be made of the proposed improvement; to make an estimate of the expense, and to secure title to the county of Muskegon, of the land for right of way, of said improvement.

The commissioners, are, also, to make a certificate of the amount of damages awarded, to be made payable to the owner of any land, describing the land, and file such certificate, with the township clerk of said township, which certificate shall be deemed sufficient security for the amount of damages. There is a provision for soliciting funds for the purpose of aiding this work. Section 10 of this act, provides that the contract must not be let for an amount in excess of the amount of land appropriated, and subscriptions, and the commissioners are not authorized to advertise for letting such contract, until in their opinion they have sufficient subscriptions, to secure the letting of the contract in each township.

• Section 11 provides, that said subscription lists, shall be assigned by said commissioners to the proper contractor, at the time of making said contracts.

Section 12, among other things, provides that if a sufficient amount of the subscriptions shall not have been secured, the commissioners shall make an order, abandoning the work in the townships, respectively.

Section 13, provides: "The cost of constructing said improvement, together with the expenses incidental thereto, in excess of the appropriation hereby made, and of any contributions which the said commissioners may secure, may be assessed upon, and when so assessed, shall be paid by the said townships, by reason of the benefit to the public health, and as a means of improving any public highways in said townships."

This section also provides, that whatever damages may be awarded in securing the right of way, shall be paid by the townships in which said lands lie, for which said damages were awarded.

With the exception of the third and fourth acts referred to, all of the acts are positive and equivalent in terms to a grant of land.

The second, fifth, and sixth acts, have embodied in their provisions, a tax scheme which, under the Constitution of the State of Michigan, and the decisions of our Supreme Court, has been held invalid.

Section 9, of article 14, of the Constitution, provides: "The State shall not be a party to, or interested in any work of internal improvement, or engage in carrying on such work, except in the expenditure of grants to the State, of land, or other property."

Under this provision of the Constitution, we have several decisions, which would render invalid, at least, the taxing feature of these three acts referred to, whether the tax be that of a direct one, to be levied upon the townships upon the authority of a vote of a majority of the electors, or a direct and positive provision for the application of the highway taxes, within a district specified in the acts, to the contemplated improvement.

As bearing upon this question, we call attention to the cases of *Wilcox vs. Paddock*, 31st N. W. Rep., 609; *Anderson vs. Hill*, 54 Mich., 477; *Sparrow vs. Commissioner of Land Office*, 56 Mich., 567; *Ryerson vs. Utley*, 16 Mich., 274; *Hubbard vs. Township Board of Springwells*, 25 Mich., 153.

The question may be suggested, as to whether part of these acts, may not be sustained, even if other portions fall by reason of this Constitutional provision, and the authorities cited.

It is evident, that the Legislature had in mind, in passing these acts, certain definite improvements, which would require not only the land granted, but also the other aid, by way of taxes provided for, by the acts in question. The improvements contemplated could only have been partially completed, if the view of the Legislature was correct, by the grants in question, and failing to secure the balance necessary, to carry the work into effect, it would be only partially completed, and probably but little benefit would be realized from the grant; and it is doubtful whether any grant would have been made by the Legislature, if these defects had been known to exist.

While it is true, that some parts of an act may be sustained, while other parts of the same act are held unconstitutional; yet, where one provision is made to depend, or the reason for its passage by the Legislative body, depended upon the existence and giving effect to the other portions of the act which are found to be invalid, the established rule, as we understand it, is that the entire act must fall.

The appointment of commissioners by the Legislature, as is done by two of the acts in question, comes directly within the holding in *Wilcox vs. Paddock*. The sixth act to which we have called attention, by its terms, provides, a method in which the contracts shall be let, and a letting which is to be done, not only in connection with the subscriptions which are anticipated, but also, with a view to assess the balance of the cost of the proposed improvement, and any damages which may be allowed upon the townships, and while the commissioners, quite likely, could properly be appointed by the Probate Court of Muskegon County, for such purpose, yet the method to be pursued, in the letting of contracts, takes into consideration the unconstitutional features of the act.

Our conclusion is, therefore, that, for the reasons suggested, these three acts containing provisions for the raising of a part of the expenses or damages caused by the proposed improvements by tax would fail, if brought before the courts entirely.

It has been brought to our attention that in the passage of these several swamp land measures, which have been referred to us by this board, only a majority vote was secured in either house, the highest vote upon any one of these bills in the House, being 62, and from that running down to 51, a bare majority vote of the House.

As the Board has asked us to report as to the validity of these measures, we consider this one, the question to which we should very properly advert in our report to this Board.

Section 45 of Article 4 of the State Constitution reads as follows: "The assent of two-thirds of the members elect of each House, shall be requisite to every bill appropriating the public money or property for local or private purposes." The appropriation of these lands, is for local purposes.

In the case of *Sparrow vs. Commissioner of State Land Office*, above referred to, both Judges Cooley and Campbell recognize in their opinions given, that a grant of this character comes within the constitutional provision above quoted, and that it should be passed by a two-thirds vote of the Legislature.

Our conclusion, therefore, is that these several measures which contain an absolute grant of lands for the improvements therein mentioned and proposed, are invalid for the reason that the same were not passed by the requisite vote of the Legislature.

From inquiry that we have made, and from information that has been imparted to

us, we are satisfied that several of these measures are meritorious and the acts worthy in our judgment, if they can be carried out, and we would recommend further investigation, with a view of ascertaining whether any assistance can be rendered to these localities by this board, in carrying into effect the appropriations suggested by the Legislature.

ROSCOE D. DIX,
Commissioner Land Office.

MOSES TAGGART,
Attorney General.

[No. 19.]

Railroad.—Police regulations relative to trains standing upon track at railroad junctions.—Maintenance of gates under order of Commissioner of Railroads.—Air brakes on mixed trains.

ATTORNEY GENERAL'S OFFICE,
Lansing, Aug. 16, 1887. }

Hon. John T. Rich, Commissioner of Railroads:

DEAR SIR:—I have examined with some care, the statutes referred to, in your letter of 2d inst. relative to accidents happening from trains standing across the tracks of other railroads at railroad junctions and crossings. From any of these statutes, do not see the way entirely clear for an order forbidding such practices, although quite likely such an order would be respected. The *Section, Howell's Statutes* (Sec. 3369) to which you refer makes it the duty of every railroad corporation to furnish each of its employes a printed or written copy of its rules and regulations, and any willful violation of the same, subjects such employé, so violating the rules, to a penalty. You say some of the railroads have rules prohibiting stopping of their trains upon the crossing of railroad tracks, and in these cases, there would under the statutes referred to, be a partial remedy at least. Is not such a crossing, a railroad crossing, so that some sort of a gate can be required by you which would have to be kept closed under regulations to be adopted, while a train was standing upon the track of the other road? *Section 3365, Howell's Statutes*, permits you, when in your opinion the public interest demands it, to require the construction and maintenance of a gate, at any railroad crossing.

I do not think it would be an unreasonable construction, to hold this applicable to the crossing of one railroad of the track of another, and to require a gate, or the stationing of a flagman at such point. *Secs. 27, 28, 29 and 30 (Howell 3309 to 3312)* apply to the orders made in pursuance of such statute, and *Section 30* would not seem to enlarge the powers of the Commissioner.

As to the running of freight cars, with passenger and sleeping coaches attached, without air brakes, as required by *Section 3363 of Howell's Statutes*, about which I advised you on the 24th ult., while there may be some practicable difficulty in the way of attaching air brakes to a train made up in part of freight cars, I do not see how the law can be held inapplicable to a train composed of a sleeper as well as passenger coaches in connection with freight cars, when the same is run regularly, and advertised as the "Night Express."

Whether it is advisable to interfere with the train in question, or the circumstances and danger to public travel are such as to require intervention on your part, are questions for you to determine from the better light and knowledge which you possess.

Very respectfully,

MOSES TAGGART,
Attorney General.

[No. 20.]

Physicians.—What constitutes an advertising or holding out by, under Act No. 167, Laws of 1883.—Spiritual or mental healing not the practice of medicine but an imposition upon the public.

ATTORNEY GENERAL'S OFFICE, }
Lansing, Aug. 16, 1887. }

Henry G. Dozer, Prosecuting Attorney, Cheboygan, Mich.:

DEAR SIR: Your letter of Aug. 4, 1887, asking my construction of *Section 6 of act No. 167 of the Laws of 1883*, duly received.

You ask, first, if it is an advertising or holding out to the public of the practice of medicine or surgery, for a physician to hang out his sign and advertise his professional business card in some newspaper, or circulate hand-bills, without filing the required statement with the county clerk.

Second. If a person who practices the science of spiritual or mental healing, and receives compensation therefor, is required to file his statement with the county clerk, as directed by said act, and whether his failure so to do, constitutes a misdemeanor.

And third, if a physician fails to file his statement within three months, after such act takes effect, according to *Section 2*, what is there in the act which authorizes or requires him to register. after the expiration of said three months?

As to the first question, I think that advertising oneself as a physician or surgeon, either by card in some newspaper or by circular hand-bills, distributed among the people, would be an advertising within the meaning of the act, but that the business advertised must be actually that for which the act provides, viz., the practice of medicine or surgery in this State.

As to the second question, *Act No. 167* provides, it shall not be lawful for any person to practice medicine or surgery, or any branch thereof, in this State, without having the qualifications required by the provisions of this act, and without having first registered in the office of the county clerk, as provided in this act.

I do not think that the practice of the so-called science of spiritual or mental healing, although for a compensation, is a practice of medicine or surgery, but rather the practice of an imposition, upon the gullible portion of the community.

As to the third question, *Subdivision 2 of Section two*, requires the registration of every graduate of a lawfully authorized medical college of this, or of any other of the United States, with the county clerk of the county where he is engaged or intends to practice medicine, and the filing of a sworn statement with the county clerk.

Section four, precludes persons from collecting their bills, who have not duly qualified and registered.

The act seems to require a registration, and while it is impossible to force a man to

register, who does not do it voluntarily, yet practically, it would seem to be very difficult for him to carry on the practice of medicine, without either advertising or holding himself out to the public as authorized to practice medicine or surgery, and making himself liable to the penalty provided for, by section six of the act.

Very respectfully yours,

MOSES TAGGART,
Attorney General,

[No. 21.]

Organization of Benevolent Societies or associations not permissible.—Organization of the “United Legion of America” not regular.—The scheme not valid.

ATTORNEY GENERAL'S OFFICE, }
Lansing, Aug. 20, 1887. }

Hon. Henry S. Raymond, Commissioner of Insurance:

DEAR SIR:—Your inquiry of 19th instant, relative to the organization of the “United Legion of America” is before me. You state that this institution is organized under Chapter 164 of Howell's Statutes, a chapter providing for the organization of benevolent societies, and ask if it can carry on a life insurance business, on the assessment plan, such as its articles and by-laws submitted, import. I have examined the constitution and by-laws of the “United Legion of America,” and, while it professes to have for its object the uniting of “all persons of sound bodily health, sound mind, and good, moral character, over 21 years of age, * * * into a fraternal society,” and to promote “social, mental, and moral improvement,” and “to provide for the visitation and care of members when sick, and for the burial of its dead,” its principal object evidently, is to create a fund by assessments for the payment of death and disability losses. The “Benefit Fund” at least is to consist of “80 per cent of the amount received from assessments, and *shall be exclusively used for the payment of death and disability benefits and matured certificates.*”

The table of rates, is given upon ages from 21 to 95, and, while those persons over sixty-five years of age are not to be initiated, yet they can become honorary members upon an application to “be acted upon by the council, in the *same manner* as is prescribed for the admission of other members,” and such members cannot sit in the council, and are exempt from initiation fees. From the fact, that rates are fixed for assessments upon persons over sixty-five years of age, and they are exempted from initiation fees, it would seem that they are to stand upon the same footing as other members, except that they are not to be initiated into the mysteries of the order, sit in its councils, and pay initiation fees. This feature of the scheme would probably be objectionable, under the law of 1887, but that is not a question presented. All people, of whatsoever station, or nationality, whether rich or poor (excepting minors), of good health and sound morals, are permitted to become members of this society and to reap its benefits, “provided the beneficiary named in the benefit certificate, has a legal insurable interest.” Is this a benevolent society? If it is, then any assessment insurance association, must be held to be a benevolent association, and can organize under this chapter. The act in question is No. 155 of the laws of 1879, and is entitled “An act to provide for the incorporation of benevolent societies.” The principal object is “to provide for the relief of distressed

members, the visitation of the sick, the burial of the dead," and other benevolent and worthy purposes and objects, affecting the members. In the organization in question, each member gets just what he pays for, even though he be a millionaire, and his family at his death be left with untold wealth. Such a member, meeting with a mishap, cannot be said to be in distress, within the meaning of the statute, nor are the members of his family at his decease, nor can the contribution of a few hundred or thousand dollars, to him or his heirs be termed a benevolent act.

My opinion is, that the "United Legion of America" is not properly organized under Chapter 164 of Howell's Statutes, and cannot carry on the insurance business proposed, under such an organization.

Very respectfully,

MOSES TAGGART,
Attorney General.

[No. 22.]

Board of School Examiners.—Member of, not eligible to election as Secretary of the Board.—A fourth member, to be brought into the Board as Secretary.

ATTORNEY GENERAL'S OFFICE, }
Lansing, Sept. 2, 1887. }

Hon. Joseph Estabrook, Superintendent of Public Instruction:

DEAR SIR :—Your request of date the 1st instant, asking my opinion as to the eligibility of a member of the Board of School Examiners, to election as Secretary of the Board, under the new law of 1887, is before me. Under this law, it is made the duty of the two School Examiners with the Judge of Probate, acting as a member and clerk of the Board to employ a Secretary. I do not think it was the intention of the Legislature, that they should employ one of their own number as Secretary: if such were the intent it would have been so expressed, as in the old law. The two positions are incompatible, and to a certain extent inconsistent. The language of Section 2 of the Laws of 1887, clearly shows, that while the Secretary is a member *ex-officio*, he does not stand upon the same footing as the other members. It reads: "The Secretary of the Board, shall be *ex-officio* a member, and the executive officer of the Board of Examiners, in the transaction of all business of said Board, *except in the appointing or removing from office of the Secretary of said Board.*" My opinion is, that it was the intention of the statute to bring into the Board a fourth member, to act as its executive officer, and take part in the ordinary transaction of business. If the other view prevailed, there would undoubtedly be a great diversity in numbers of the Boards throughout the State, some electing one of their own number Secretary and others outside persons. Independent of statute, the rule is pretty well settled by the Courts, that an official cannot by his own vote, elect himself to any position.

Yours truly,

MOSES TAGGART,
Attorney General.

Marriage license.—Application for, may be by others than the contracting parties.—
Where inconsistent with other acts, it supersedes them.

ATTORNEY GENERAL'S OFFICE, }
Lansing, Sept. 13, 1887. }

Hon. F. B. Egan, Deputy Secretary of State:

DEAR SIR :—Your letter of inquiry as to the construction of the Marriage License Law of 1887, received.

You ask the following questions ;

First. Whether the parties named in Section 859 of Howell's Statutes, have to make the return provided for in that section, and pay the fee therein required ?

Second. Whether Sections 3 and 4 of the act of 1887, operates as a repeal of said Section 859 ?

Third. Whether both man and woman are required by Section 1 of the new law, to obtain separate licenses, and whether both under Section 2, have to make separate affidavits ?

Fourth. Whether the application to marry, can be made by other parties than those intending to enter the marriage relation, and whether the necessary affidavit, can be made by such parties ?

Section 859 of Howell's Statutes, provides for the making of a record of the marriage by the magistrate, minister, clerk, or keeper of the records of meetings, in which a marriage among Friends or Quakers is solemnized, and the delivery of a copy thereof, to the parties joined in matrimony, and the return to the county clerk of the county in which such marriage took place.

The new act, makes provisions for the record to be kept by the minister or magistrate, the return to be made to the county clerk, and the fee, which he shall receive for his services, and in express terms repeals all acts, and parts of acts inconsistent therewith.

Inasmuch as this law of 1887 covers the same grounds substantially in these particulars as the section of Howell to which you call my attention, I think such section is superseded and repealed by it.

This answers your first two questions.

Only one license to the two persons proposing to marry is required ; nor is more than one affidavit necessary, provided it is sufficiently full and explicit.

There is nothing in the new enactment, requiring the application for license, and the affidavit upon which it is based, to be made personally by one of the parties intending to be married ; and I am of the opinion, therefore, that such application, as well as affidavit, may be made by any person duly authorized by either party directly interested.

When, however, the application is not personal, the county clerk should be especially careful in ascertaining the authority of the agent, and only issue the license upon a showing by affidavit of an agent having knowledge of the facts required to be set forth therein.

The new law, where it expressly provides for the steps to be taken in the performance of the marriage contract, or in keeping a record of the same, was intended by the Legislature to take the place of, and operate as, a repeal of the former statutes on the same subject.

Very respectfully,

MOSES TAGGART,
Attorney General.

[No. 24.]

Coöperative insurance.—Construction of Act No. 187 of the Laws of 1887.—Contingencies insured against, thereunder.—Statement of contingency insured against, in policy.—For whose benefit insurance can be made.—Insurable interest.

ATTORNEY GENERAL'S OFFICE, }
Lansing, Oct. 30, 1887. }

Hon. H. S. Raymond, Commissioner of Insurance :

DEAR SIR :—In accordance with your request, I have examined the proposed amended articles of association of the "Standard Life Association," of Bay City, Michigan, with a view to determine whether the same, are in compliance with Act 187 of the Laws of 1887.

The three questions called to my attention by you, relate to the provisions found in Sections 13, 16 and 17, of the articles of the association. Section 16 provides, that if the death of the insured, occurs within sixty days from the date of the certificate, the sum of twenty-five dollars upon each one thousand dollars written, shall be paid ; if after sixty days and within eight months, the sum of two hundred dollars on each one thousand, shall be paid, and if after eight months, and within fourteen months, the sum of four hundred dollars on each one thousand, and if after fourteen months, and within twenty months, the sum of six hundred dollars on each one thousand, and if after twenty months, and within two years, the sum of eight hundred dollars, and after two years, the full sum of one thousand dollars shall be paid on each one thousand written on the certificate.

The question presented is whether this provision, conflicts with Section 15 of the new law, which provides "that every policy or certificate issued by any corporation organized in this State doing business under this act, promising payment to be made upon the contingency of death or disability by accident, shall specify the sum of money it promises to pay upon the contingency insured against." This language can only be construed from what it imports upon its face, and the intention of the members of the Legislature who voted for it, and who advocated the measure, cannot be considered by me, and would not be considered by the Courts, in placing a construction upon it. After a careful examination and consideration of the questions, I have come to the conclusion, that such a provision as is contained in Section 16, referred to, is permissible, because the contingency and amount to be paid upon the happening of that contingency, is expressly provided by the articles of association, and will be by the certificate or policy issued, if they follow the provision of said articles.

As to Section 17, of said articles of association of the "Standard Life Association," it occurs to me, that its provisions are not in compliance with the law. Section 26 of the new act, provides that corporations organized under the law of 1869, shall not be dissolved by this act, provided "that such corporation or association shall be found by the Attorney General and Commissioner of Insurance, after such examination as is provided for in Section 4 (in 17 of this act), to be organized and doing business in substantial conformity with the provisions of this Act, or shall be made to so conform, by immediate amendment of its Articles of Association."

One of the most important of the provisions of the new law, is that contained in Section 15, above referred to, providing the sum of money to be paid upon the happening of a contingency, shall be stated in the certificate or policy. The provisions of this section of the Articles of Association, if carried out to their legitimate result, in the issuing

of a policy or certificate by this Association, will conflict with the express provisions of said section 15, of the new law, because the beneficiaries of one class of policy holders, will receive an uncertain amount in case of death of the insured. I take it, that the language of the new Act, referring to the reorganization of these old companies, so as to substantially conform to such Act, requires such a change in the policy issued by the Company or certificate, as to require a compliance with Section 15 of the new law, by stating the actual amount and specific sum which will be paid in case of death of the insured. The question was also presented as to whether Section 18 of the proposed Articles of Association, is in compliance with the provisions in the new law, and it was suggested that Section 28 of the new law, precluded the division proposed in said Section 18 of the Articles of Association of the assessments made. Section 28 of the new law, reads, "No funds or moneys received or collected by any corporation or association organized, existing or doing business hereunder for the purpose of paying, or providing for the payment of death losses or accident indemnities, shall be used or paid out for any other purpose whatsoever." The same section provides that a notice of any assessments or call made, shall specify the amount to be paid, the loss or indemnity for the payment of which the call or assessment is made. Subdivision 4 of Section 2 of the new law, provides that the Articles of Association, shall specify "in what manner and amount of assessments, premiums, or payments are to be required from the members, the purposes and objects to which the moneys so realized are to be appropriated, the names and objects of each fund into which any of such money shall be paid." It seems to me, therefore, that part of Section 2, just quoted, anticipates that the assessments may be divided into several parts and appropriated to several funds, and that the entire assessment need not necessarily go to the mortuary or emergency fund, and that the language of Section 28, prohibiting the use of any fund collected for the purpose of paying and providing for death losses, is intended to protect the fund, and should not be so construed, as to preclude a certain per cent. of an assessment, where that per cent. is properly specified in the notice given of the assessment, from going into the expense fund. It seems immaterial whether the amount collected for the expense fund, is collected at the time of any assessment, or is part of it, or of dues that are required to be paid at a certain specified time. The object was to protect the several funds of the Association, and by the notice given of the assessment, to inform the insured for what purpose the money was collected, and into what funds it would be placed.

There is another paragraph of some importance. The third section, of the Articles of Association, recites that it is organized "for the purpose of securing to themselves, heirs, creditors, or assigns of any member upon his death, a certain sum of money, to be paid by the Association out of the funds for that purpose."

The law prohibits an insurance for the benefit of any person who has not an insurable interest, section 16. And it is very doubtful whether an assignment to a person not having an insurable interest, would be an effectual avoidance of this prohibition. And so I would suggest, that the word "assigns" be stricken out of the proposed article, or amendment, or that other words, be added limiting the payment to such persons as would have an insurable interest in the life of the person insured.

Yours respectfully,

MOSES TAGGART,
Attorney General.

[No. 25.]

St. Joseph Insane Asylum.—Support of State insane at same.—Act 161 of Laws of 1887, valid and constitutional under sections 31 and 40 of article 4, of the Constitution.—Contract by Board of State Auditors, for the support of insane at such institutions.

ATTORNEY GENERAL'S OFFICE,
Lansing, Nov. 1, 1887. }

L. C. Storrs, Esq., Secretary State Board of Corrections and Charities :

DEAR SIR :—In your letter, written in September, you ask me the following questions, viz :

1st. Whether the "St. Joseph's Insane Asylum" is "duly chartered, within the meaning of Act 161 of the Laws of 1887?"

2d. "Has the State the right to support, at public expense, at private asylums, insane patients, as provided in said act 161?"

3d. "Has the State the power to authorize the Board of State Auditors, to contract for the care and maintenance of State patients in private asylums, as provided in Sec. 4 of said act?"

4th. "Is said act constitutional?" * * * * * And if said act is constitutional, then you wish to know if the power of visitation and supervision exists, as in case of State institutions?

Act No. 161, of the Laws of 1887, is entitled "An act to provide for the care and maintenance of indigent insane persons in private asylums within the State." The first section authorizes the judge of probate, when the State institutions are full, upon application of county superintendents of the poor, and after the usual proceedings, have been had, to determine insanity, "to issue a certificate of admission to any private asylum duly chartered in this State." Section 2 of this act, authorizes the county superintendents of the poor, to contract for the care and maintenance of "such insane persons," and presumably with such private institutions. Section 3 makes provisions for removal to State institutions, and has no particular bearing on questions asked. Section 4, authorizes the Board of State Auditors to contract for care and maintenance of State patients, in "private asylums." The act clearly contemplates the keeping of insane persons at private institutions, over which the State has no control, and which are not State institutions in the meaning of Section 412, *Howell's Statutes*.

As bearing upon the question of the validity of this legislation, my attention is called to Sections 31 and 40, of Article 4 of the Constitution. Section 31, prohibits the Legislature from auditing any private claim or account. This is not applicable, for the reason that the Legislature does not assume to allow any private claim, and whatever claims may exist under this statute against the State, would probably come before the Board of State Auditors, who are authorized by Article 8, Section 4, of the Constitution, to adjust all claims against the State. Section 40 reads "No money shall be appropriated or drawn from the treasury for the benefit of any religious sect or society, theological or religious seminary, nor shall property belonging to the State, be appropriated for any such purpose." The "private asylums," referred to, in the statute, are not confined to those of any religious sect, creed, or belief, and to hold the act itself invalid, it becomes necessary to assume that all such asylums belong to some religious sect or society. If, however, the "St. Joseph's Retreat," to which my attention is specially called, or any other asylum covered by the act, are under the control of any religious sect, it would not invalidate the act as a whole, or prevent, in my opinion, a contract of the character intended by the act, with such institution.

If insane patients are sent to private asylums under the act in question, they are sent under contracts by which the State pays for their board, and as a consideration therefor, the asylums care for and furnish board to these unfortunates, who are State charges.

In my judgment, this is not an appropriation of money, or State property, to a religious sect or society, within the meaning of said Section 40, but that such section refers to gifts of money or State property. If the act were the cover of some gift to avoid this constitutional prohibition, the question would be a different one, but there is nothing in the act, or your statement, indicating such to be the object. I have answered thus far, generally. I see no difficulty in the Board of State Auditors, or the county officials, named in the act, making, with private asylums, the contracts authorized by it. "St. Joseph's Retreat" was organized December 1, 1883, under *Chapter 166, of Howell's Statutes*, which provides for the incorporation of "hospitals and asylums," and it is therefore "duly chartered," within the meaning of the law of 1887.

I do not think that such an institution, can be said to be "supported in whole or in part by the State," and if this view is correct, then it is not a State institution. If it were a State institution, it would not be a private asylum. I do not find in *Chapter 13, of Howell's Statutes*, relating to the supervision, by your Board of State institutions, or in the Laws of 1885, or elsewhere, any authority for the exercise of supervision by the Board of Corrections and Charities, or other boards, over these private asylums, with which contracts have been made, for boarding insane patients. This may have been an oversight on the part of the Legislature, or the numbers that were expected to be so provided for, so small, that such supervision was considered unnecessary. I see no difficulty, however, in making contracts with such private asylums, and in providing in such contracts, for the same supervision and visits by the Board of Corrections and Charities, as are made to State institutions.

Very respectfully,

MOSES TAGGART,
Attorney General.

[No. 26.]

Marriage license.—Non-residents.—Where valid.—Issued properly in any county in the State, may be used in any other county of the State.—This law not applicable when the contracting parties are both non-residents of the State.

ATTORNEY GENERAL'S OFFICE, }
Lansing, Nov. 5, 1887. }

Wm. P. Lang, Esq., County Clerk of Wayne County:

DEAR SIR:—Your letter to me asks my opinion of the marriage license law, upon the points embodied in the following questions:

(1.) "Can a license be issued to parties (both non-residents), when they reside in another county, another State, or in a foreign country?"

(2.) "Would a license, granted to a resident of this county, be recognized as valid, where party would marry a resident of another county, in that county?"

The first section of this act reads, "It shall be necessary for all parties, intending to be married, to obtain a marriage license from the county clerk of the county in which either the man or woman resides, and to deliver the said license to the clergyman or magistrate, who is to officiate, before the marriage can be performed."

Section 6 provides that "any clergyman or magistrate, who shall join together in marriage, parties who have not delivered to him a properly issued license, as provided for in this act," or who shall violate any of its provisions, shall be adjudged guilty of a misdemeanor. By *Section 5*, the county clerk is held guilty of the like offense if he "shall refuse to give a license to persons properly applying and legally entitled to be married." The first section requires the application to be made to the clerk of the county where one of the parties, reside. The word "reside" must be construed to mean the home of one of the parties. If this term were construed to mean, where one of the parties might be, then a resident of one county could apply personally to the clerk of any county in the State, and clearly such was not the intention of the Legislature. If this is the proper construction, then the application must be made, under this law, by a resident of some county of the State, to the clerk of such county, as it is not to be assumed that the Legislature intended to make this act applicable to licenses to be issued by clerks of counties of other States and countries. No one, it would seem, therefore, could "properly apply" for a license so as to subject the county clerk to the penalty of *Section 5*, unless a resident of the county in which the application was made. This act does not declare invalid marriages performed, where no license has been issued, nor is such its legal effect.

While non-residents of the State, can make a valid contract of marriage in the State, there is no provision in this act, for the issuing of licenses to them. It would be too close and an unreasonable construction to say, that such persons cannot contract marriage in Michigan, without the person officiating at the ceremony subjecting himself to the penalties of this act. In such a case "a properly issued license, as provided for in this act," cannot be presented to the clergyman or magistrate, as it is not obtainable, and the act does not provide for it. The act is, in this particular, defective, but if the clergyman and magistrate perform the marriage ceremony without a license, only in those cases where both parties are non-residents of the State, they are not, in my judgment, subject to the penalties of this act. The difficulty will lie, in satisfying such officials that the contracting parties are non-residents of the State.

A license issued by the county clerk of a county where one of the parties resided, would be sufficient authority for the performance of the marriage ceremony, anywhere in the State.

I have extended this answer somewhat beyond your questions, hoping thereby to cover numerous inquiries from different parts of the State.

Yours respectfully,

MOSES TAGGART,
Attorney General.

[No. 27.]

Transfer of criminal insane patients from Eastern Michigan Asylum, to Criminal Insane Asylum.—Expense of transfer.—Charge for support of such patients.

ATTORNEY GENERAL'S OFFICE, }
Lansing, Nov. 18, 1887. }

Dr. O. R. Long, Medical Supt. Michigan Asylum for Insane Criminals:

DEAR SIR:—Your letter of 16th instant, relative to Anna Cook, a criminal insane person, was duly received. You state that Anna Cook was transferred from the Detroit

House of Correction to the asylum "November 5, 1887,"—1886 I suppose you mean—and April 19, 1887, she was discharged and returned to her home at Saginaw. That August 17, 1887, she was admitted to the Eastern Michigan Asylum, by order of the Judge of Probate of Saginaw county, and was transferred to your asylum August 27, 1887, by the Medical Superintendent of the Eastern Michigan Asylum, under the "provisions of last clause of *Section 27, Act 190, Laws of 1883*, as amended by Act 43, Laws of 1887." That the county of Saginaw refuses to pay the bill for her maintenance, and you ask my opinion as to such county's liability.

The transfer of this person to your asylum, made August 27, 1887, must have been under the law of 1883, as the act of 1887 had not then taken effect. *Section 27 of Act 190 of the Laws of 1883*, does not provide for, or authorize a transfer from the Eastern Michigan Asylum to your asylum, but only from the State Prison or the Houses of Correction in the State.

Section 26 of the latter act, does make provision for transfer to your asylum, of insane criminals found in the Michigan and Eastern Asylums at the opening of the Michigan Asylum for Insane Criminals. This does not appear to make provisions for such criminal insane persons as might thereafter be found in such institutions, but possibly it might be so construed. This section does provide, that the persons transferred under its authority, to your asylum, shall be supported by the State.

The act of 1887 does provide for transfer of insane persons, from State asylums to your asylum and that the "expense of such transfer, shall be chargeable to the State of Michigan" when such persons have before been treated in such asylum. The same section also provides for a transfer from State Asylums, when the person has previously served one term in prison.

The latter clause of *Section 20, Laws of 1883*, which still stands unrepealed, reads: "In case of the transfer to the Michigan Asylum for Insane Criminals, or patients, from either of the existing asylums, or from the Northern Asylum for the Insane, who are, or shall be, under treatment at county expense, the length of time of such treatment, shall be counted." A pretty clear inference can be fairly drawn from the language just quoted, that the Legislature understood when this law was enacted, patients receiving county support in the State Asylum when first sent, would continue to be so supported, for the remainder of the two years. And I think the first sentence of the subsequent section 22, tends to support this view. As this woman was sent to the Eastern Asylum by order of the Probate Judge, I assume that she was sent there as a county charge, under the general law found in *Section 1904 of Howell's Statutes*, and such being the case, it is my opinion that Saginaw county is liable for her support. The language of *Section 26 of Laws of 1883*, probably was intended to apply to persons who were criminal convicts, and by reason of insanity had been placed in State Insane Asylums. The intention of our State Legislature, as drawn from its enactments referred to, appears to me, to be this: That the State shall support insane persons who are convicted criminals, whether in State Prisons or the Criminal Insane Asylum, and that other insane criminals shall, for two years from the time of sending to any State institution for the treatment of insane persons, be treated, if indigent, as county charges, their maintenance to be paid for by the respective counties from which they were sent.

Very respectfully,

MOSES TAGGART,
Attorney General.

[No 28.]

Construction of Act No. 165 of Laws of 1887.—Instruction in public schools, as to effect of alcohol and narcotics upon the human system.—How far such act mandatory.

ATTORNEY GENERAL'S OFFICE, }
Lansing, Dec. 15, 1887. }

Hon. Joseph Estabrook, Superintendent Public Instruction, Lansing, Mich.:

DEAR SIR:—In your letter of 12th instant, you ask me the following questions:

1st. "Do the provisions of Act No. 165, Public Acts of 187, require approved text books, to be in the hands of *all* the pupils of every grade, in a graded school?"

2d. "Will oral instruction, by the use of an approved text book, in the hands of the teacher, accompanied with illustrations, by means of charts, meet the requirements of the above-mentioned act, in primary grades?"

Section 15, of the act in question reads: "The district board shall specify the studies to be pursued in the schools of the districts, and in addition to the branches in which instruction is now required by law to be given, in the public schools of the State, instruction shall be given in physiology and hygiene, with a special reference to the nature of alcohol and narcotics, and their effects upon the human system. Such instruction shall be given by the aid of text books, in the cases of pupils who are able to read, and as thoroughly, as in other studies pursued in the same school."

The language of the statute requiring the instruction to be by the "aid of text books, in the case of pupils who are able to read," implies that the ability to read, is to be brought in requisition with such pupils, and that such text books are to be placed in their hands. This would necessitate the placing of approved text books, upon the subjects in question, "in the hands of all the pupils of every grade in a graded school," I presume. It would not necessarily follow, that such instruction would be continuous, but the pupils of this class must be instructed as thoroughly in this, as other studies of a like nature, whether it takes a few weeks, or months, or a longer time, to so instruct them.

As to the second question, as to whether oral instruction, by the aid of text books, and illustrations, by means of charts, meet the requirements of said act, in primary schools, I would say, that where the pupils in the primary department have sufficient capacity to read, and understand what they read, there would seem to be the same necessity, under the reading of the statute, that they be provided with text books, as pupils of graded schools. In such schools, however, the judgment and good sense of the teachers, under the rules of the school board, should largely control, in my opinion, as in many cases, the pupils would have so little of an understanding of what they might read, that oral instruction, with illustration, would be by far the most effectual.

The text books adopted, must of course comply with the statute, in giving sufficient space to the consideration of the nature and effects of alcoholic drinks.

Yours truly,

MOSES TAGGART,
Attorney General.

[No. 29.]

Insane patients.—Reclaiming same, after escape from the asylum.—Whether another adjudication of court required, when patient has escaped and remained away from the asylum, for several years?

ATTORNEY GENERAL'S OFFICE, }
Lansing, Oct. 31, 1867. }

Dr. Henry M. Hurd, Medical Superintendent of the Michigan Asylum:

DEAR SIR:—Your letter of 18th instant, was received while engaged upon State cases, and hence, answer was delayed. You state that John T. Hanchett, was admitted to your asylum, November 9, 1881, under the order of a Circuit Court Commissioner, in consequence of disorderly conduct, caused by insanity; and October 26, 1882, he was removed by a sister. That in January, 1883, he was re-admitted to the asylum, by virtue of an order of the Judge of Probate of Lenawee county, and remained at the asylum until June 4, 1884, when he escaped. That prior to his escape, he was “regarded a quiet, peaceable, trustworthy man;” and that from the time of his escape until now, the officers of the asylum had no clue to his whereabouts. That you now learn that Hanchett is living near Mt. Morris, Genesee county, self-supporting, and has accumulated some property. Your asylum is now asked, to apprehend Hanchett, and return him to that institution.

You ask me two questions: 1st, Whether the order of the Judge of Probate is permissive or mandatory? and 2d, Whether the order of the Probate Court remains in force until voided by the death or discharge of the patient as recovered?

Section 23, of act 135, of the laws of 1885, in case of persons in indigent circumstances, provides a method for determination by Probate Judge, of the questions of indigence and insanity, and when he has certified as to the existence of each, under the seal of the court, such person “shall be admitted into the asylum” * * * “until he shall be restored to soundness of mind, if effected in two years, and until otherwise ordered.” It appears to me, in this class of patients, that while one, and perhaps the principal object is to determine the indigence of the person alleged insane, yet that when such determination is had, as well as that of insanity, the asylum doors cannot be closed, and the patient refused admittance. The public, as well as the patient and his friends, are interested in giving him proper treatment, and the Legislature having used imperative language, I would say, that in my judgment, it should be construed as mandatory.

The law does not specify how long the order of the Probate Judge shall have effect. It certainly ought to have no effect after the patient has recovered his sanity; but the determination of such recovery seems to be left with the proper officials of the asylum.

Section 10, of act 135, of the laws of 1885, authorizes and anticipates that such officials will prepare and execute the necessary rules, by which such discharge shall be accomplished, until the patient is discharged by action of the officers of the asylum directly, or some decree of court, or, in case of an escape, by action that might be treated as an abandonment or loss of authority over him. I think the order could be said to be so far authoritative, as to protect the officials, and justify them in retaining custody of the patient. The circumstances you state, go far to show Hanchett a sane man, for a part, if not the entire time, since he left the asylum; and the claims of friends and relatives, indicate that he is a dangerous, if not an insane man. The escape of an insane person, and the right to return him to custody, can hardly be compared with that of a convicted criminal, because, in such case, the law expressly provides for

his reclamation, and the serving out of the remainder of his term. Any man held as an insane person, is entitled to his liberty upon becoming sane, and the Probate order, in addition to its determining the conditions of indigence and insanity, which authorizes the placing of a party, in an insane asylum, operates as a protection of the asylum officials, simply, and not as a decree, final and conclusive, from which under no circumstances, the patient can escape. Under the circumstances stated in yours, as well as in the letter of Judge Geddes, it occurs to me, that the best and safest course to pursue, will be to treat your authority over Hanchett at an end, and have an order made in the usual manner by the Probate Court. The conduct of Hanchett in supporting himself, and accumulating property, is such as to entitle him to a hearing upon the question of competency and sanity, and there is so much of a question as to whether your authority is continued by the old order made, and is not lost by long, passive acquiescence in the escape, that this, to me, seems the wiser course.

Very respectfully,

MOSES TAGGART,
Attorney General.

APPENDIX.

ABSTRACTS

OF

REPORTS OF PROSECUTING ATTORNEYS,

FOR THE YEAR ENDING DECEMBER 31, 1887.

ALCONA COUNTY.

W. E. DEPEW, *Prosecuting Attorney.*

Number of persons prosecuted, 45.

Charged with.	No.	The Result and the Punishment.
Assault and battery.....	6	Two convicted and fined \$2 each; 1 fined \$1 and costs; 2 settled between parties; 1 dismissed; 1 acquitted.
Assault with intent to commit rape.....	1	Dismissed at examination.
Bastardy.....	1	Settled by marriage of parties.
Burglary.....	2	One examination waived, in jail waiting trial; 1 dismissed before examination.
Cruelty to animals.....	1	Convicted, fined \$20.
Driving horse without authority.....	1	Convicted, fined \$1.20.
Intoxicated.....	2	One convicted, fined \$2.24; 1 sentence suspended.
Keeping house of ill-fame.....	1	Dismissed before examination.
Larceny.....	21	Nine convicted, sent to jail each 48 hours; 2 fined \$1.50 each; 1 sent to jail 20 days; 1 fined \$5 and costs; 1 acquitted; 4 dismissed; 8 convicted and sentence suspended.
Malicious injury to buildings.....	4	One convicted and fined \$2.25; 1 sent to jail 48 hours; 1 convicted and sentence suspended; 1 dismissed.
Not restoring highway to former condition.....	1	Suit against railroad company to recover penalty, settled by company paying \$200.
Peddling without State license	1	Convicted, sent to jail ten days.
Putting decayed wood, etc., into lake.....	1	Convicted, appealed.
Slander.....	1	Convicted, \$5 and costs.
Surety of the peace.....	1	Convicted, gave bond for 6 months.

ABSTRACTS OF REPORTS OF

ALGER COUNTY.

JOHN A. STEINLEIN, *Prosecuting Attorney.*

Number of persons prosecuted, 21.

Charged with.	No.	The Result and the Punishment.
Assault with intent to commit the crime of murder.....	1	Convicted and sent to the State Prison at Jackson for six years.
Disturbing the peace.....	2	Convicted, of whom 1 was fined \$15 or 20 days in jail, and 1 fined \$5 or 10 days in jail.
Game and fish law, violation of.....	9	Six convicted, of whom 5 were fined \$3 each or 10 days in jail; 1 fined \$50 and costs or 30 days in jail; 3 discharged.
Larceny.....	6	Three convicted, of whom 1 was fined \$50 or 60 days in jail; 1 fined \$25 or 60 days in jail; 1 sent to Reform School; 3 <i>nolle prosequit</i> .
Liquor law, violation of.....	8	Convicted and fined \$25 each.

ALLEGAN COUNTY.

C. R. WILKES, *Prosecuting Attorney.*

Number of persons prosecuted, 120.

Charged with.	No.	The Result and the Punishment.
Adultery.....	2	One convicted, sentence suspended; 1 pending.
Assault and battery.....	37	Twenty-three convicted, 1 fined \$50; 1 fined \$75; 8 fined \$10 each and costs; 1 fined \$15; 1 fined \$40 and costs; 8 fined \$5 each and costs; 1 fined \$3 and costs; 3 fined \$1 each; 1 fined \$2; 1 sent to jail 80 days; 1 sent to jail 30 days; 7 dismissed; 4 settled; 4 acquitted.
Assault with intent to commit great bodily harm.....	1	Discharged on examination.
Assault with intent to murder.....	2	One convicted, sent to State Prison at Jackson six years; 1 pending.
Attempt to defraud hotel.....	1	Convicted, fined \$10 and costs.
Bigamy.....	1	Convicted, sentence suspended.
Buggery.....	1	Jury disagreed and defendant discharged.
Burglary.....	8	Two convicted, 1 sent to State Prison at Jackson two years; 1 sent to State House of Correction at Ionia one year; 1 dismissed on examination.
Careless use of fire-arms.....	1	Fined \$3 and costs.
Disorderly.....	4	One sent to Detroit House of Correction 90 days; 1 sent to jail 45 days; 1 sent to jail 30 days; 1 discharged.
Disturbing religious meetings.....	6	One paid \$25; 2 paid \$8 each; 1 paid \$3 and costs; 2 acquitted.

ALLEGAN COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Disturbing school meeting.....	1	Convicted, fined \$15 and costs.
Disturbing school.....	2	Jury disagreed, both discharged.
Embezzlements.....	3	One convicted, sent to State House of Correction at Ionia 16 months; 1 pending; 1 acquitted.
<i>Fishing, unlawfully:</i>		
(a) With net.....	2	One convicted, fined \$1 and costs; 1 sent to jail 10 days.
(b) Catching trout out of season.....	1	Convicted and fined cost of suit.
Forgery.....	1	Convicted, sent to State House of Correction at Ionia 3 months.
Indecent exposure.....	1	Convicted, fined \$150.
Inquest.....	4	Deaths not caused by third person.
Larceny from dwelling in day-time.....	1	Convicted, sent to State House of Correction at Ionia 18 months.
Larceny.....	21	Eighteen convicted, 1 sent to State House of Correction at Ionia one year; 3 sent to Ionia 90 days; 1 sent to jail 90 days; 1 sent to jail 40 days; 1 sent to jail 30 days; 1 sent to jail 10 days; 2 fined \$10 each and costs; 3 fined \$2 each and costs; 4 fined \$1.50 each and costs; 1 fined six cents and costs; 1 discharged on examination; 1 pending; 1 acquitted.
Malicious injury to crops.....	1	Convicted and pending in Supreme Court.
Malicious injury to personal property.....	1	Convicted, sent to jail 30 days.
Profane swearing.....	1	Convicted, fined \$2 and costs.
Slander.....	3	One settled; 1 <i>nolle pros'd</i> ; 1 acquitted.
<i>Violation of liquor law:</i>		
(a) Selling without bond.....	6	Two convicted and fined \$25 each and costs; 4 pending in circuit.
(b) Selling on Sunday.....	1	Pending in circuit.
(c) By druggist.....	1	Dismissed.
Violation of pharmacist law.....	1	Convicted, fined \$10 and costs.
Willful trespass on land.....	7	Two convicted and fined \$2 each and costs; 4 fined fifty cents each and costs; 1 dismissed.

ABSTRACTS OF REPORTS OF

ALPENA COUNTY.

JAMES McNAMARA, *Prosecuting Attorney.*

Number of persons prosecuted, 54.

Charged with.	No.	The Result and the Punishment.
Assault and batttery.....	19	Fourteen convicted, of whom 2 were fined \$30 each and costs; 4 fined 6 cents and costs; 3 fined \$1 each and costs; 2 fined \$3 each and costs; 1 fined \$1 and costs; 1 fined \$5 and costs; 1 sent to Detroit House of Correction for 90 days; 1 sentence suspended; 4 discharged.
Bastardy.....	1	Convicted and subsequently married the prosecutrix.
Bigamy	1	Sentenced to State House of Correction for 2 years and 6 months.
Burglary	2	Convicted. Both sent to the State House of Correction, 1 for 2 years, 1 sent for 4 years.
Cruelty to animals.....	1	Convicted and fined \$10 and costs.
Disorderly	4	Convicted, 3 each being sent for 90 days to Detroit House of Correction; 1 discharged.
Disturbing religious meeting.....	1	Convicted and fined \$10 and costs.
Embezzlement.....	1	Bonds forfeited.
False pretenses.....	1	Convicted, sentence suspended.
Larceny.....	10	Two discharged; 8 convicted, 3 of whom were sent to Detroit House of Correction for 90 days each; 3 fined \$10 each and costs; 1 fined \$35 and costs; 1 sent to Reform School.
Maiming a cow.....	1	<i>Nolle pros'd.</i>
Murder	1	Acquitted.
Rape	1	Jury disagreed. (Will be tried Feb. term, 1888.)
Slander	1	Convicted, fined \$10 and costs.
Truants.....	2	Both sent to Reform School.
<i>Violation of liquor law:</i>		
(a) Selling liquor without license.....	2	One fined \$50 and costs; 1 fined \$75 and costs.
(b) Keeping saloons open after hours.....	4	One jury disagreed; 3 fined \$25 and costs each.

ANTRIM COUNTY.

NELSON C. WETTER, *Prosecuting Attorney.*

Number of persons prosecuted, 43.

Charged with.	No.	The Result and the Punishment.
Assault and battery.....	11	Ten convicted, of whom one was fined \$15 and costs; 3 fined \$2 each and costs; 1 fined \$5 and costs; 2 fined \$10 each and costs; 1 fined \$15 and costs; appealed to Circuit Court and reversed because justice did not fix time for payment of fine; 1 fined \$5; 1 fined \$15; 1 discharged by order of Prosecuting Attorney.
Cruelty to animals.....	1	Discharged.
Drunk and disorderly	10	Convicted, 1 fined \$5 and costs; 9 fined \$10 each and costs.
False pretenses.....	1	Discharged on examination.
Larceny.....	4	Two pleaded guilty and fined \$1 each and costs; 1 bound over for trial and then discharged; 1 acquitted.
Manslaughter.....	1	Acquitted.
Removal of chattel mortgaged property with intent to defraud mortgagee	1	Jury discharged and prisoner discharged.
Unlawful breaking of boom and casting away timber	1	Acquitted.
Violation of hawkers' and peddlers' act.....	1	Discharged on payment of \$15 costs.
Violation of Liquor Law :		
(a) Keeping saloon open after hours.....	1	Fined \$25 and costs.
(b) Selling liquor to habitual drunkards.....	5	Three convicted and fined \$25 each and costs; 1 jury disagreed—discharged; 1 discharged on examination.
Willful trespass.....	6	All juveniles, convicted and sentence suspended.

ABSTRACTS OF REPORTS OF

ARENAC COUNTY.

LAWRENCE MCHUGH, *Prosecuting Attorney.*

Number of persons prosecuted, 17.

Charged with.	No.	The Result and the Punishment.
Assault and battery.....	4	Convicted and fined.
Assault with intent to commit murder.....	1	Convicted of assault and sentenced to State House of Correction 90 days.
Assault with intent to do great bodily harm...	1	Pending.
Breaking into a dwelling with intent to commit a felony.....	1	Pending.
Disposing of mortgaged property with intent to defraud.....	1	Discontinued on payment of costs.
Larceny	4	One sent to State House of Correction 90 days ; 3 fined \$10 each.
Mayhem	1	Acquitted.
Slander.....	2	One convicted and fined ; 1 still pending.
Trespassing on a cranberry marsh.....	1	Convicted and sent to jail 10 days.
<i>Violation of Liquor Law :</i>		
(a) Keeping saloon open after hours.....	1	Acquitted.

BARAGA COUNTY.

PHILIP R. MCKERNAN, *Prosecuting Attorney.*

Number of persons prosecuted, 52.

Charged with.	No.	The Result and the Punishment.
Abduction—Taking away female under 16 years of age for purpose of marriage without consent of guardian.....	1	Settled and complaint withdrawn.
Assault	1	Complaint withdrawn, complaining witness paying costs.
Assault and battery.....	6	One fined \$2 and costs or 10 days in jail ; 1 fined \$5 and costs or 15 days in jail ; 1 fined \$25 and costs or 30 days in jail ; 2 settled and paid costs ; 1 complaint withdrawn.
Assault with intent to kill.....	1	Discharged at examination.
Bastardy.....	2	One gave bonds for support of child ; 1 settled by marriage.
Drunk and disorderly.....	2	One fined \$2 and costs ; 1 fined \$5 and costs or 8 days in jail.

PROSECUTING ATTORNEYS.

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BARAGA COUNTY.—Continued.

Charged with.	No	The Result and the Punishment.
Larceny of property valued at less than \$25.....	8	One fined \$15 and costs or 30 days in jail; 1 fined \$40 and costs or 60 days in jail; 1 fined \$10 and costs or 25 days in jail; 1 returned property and paid costs and sentence was suspended; 1 complaint withdrawn, complaining witness paying costs; 3 acquitted.
Libel.....	1	Complaint withdrawn.
Malicious injury to dwelling.....	1	Sentenced to 30 days in jail.
Obstructing, by threats and intimidation, the business of constructing railroad.....	14	Five sentenced to jail for 30 days; 2 sentenced to jail for 60 days; 3 sentenced to jail for 90 days; 3 sentenced to jail for 60 days; 1 acquitted.
Search warrant.....	1	Goods found.
Slander.....	2	One fined \$5 and costs or 10 days in jail; 1 fined \$5.
Surety to keep the peace.....	1	Gave bond for \$100.
Violation of fish law.....	1	Discharged at examination.
Violation of game law.....	4	Two fined \$10 and costs or 15 days in jail; 1 sentence suspended; 1 acquitted.
Violation of liquor law:		
(a) Selling liquor without paying tax.....	5	Three fined \$75 and costs or 90 days in jail; 1 fined \$50 and costs or 30 days in jail; 1 acquitted.
(b) Keeping saloon open on Sunday.....	1	Pending.

BARRY COUNTY.

PHILIP T. COLGROVE, *Prosecuting Attorney.*

Number of persons prosecuted, 94.

Charged with.	No.	The Result and the Punishment.
Adultery.....	4	Two convicted, 1 sent to State Prison at Jackson one year; 1 sent to Detroit House of Correction one year; 1 dismissed, complaining witness having filed a petition requesting the same; 1 cause discontinued by order of Prosecuting Attorney.
Arson.....	1	Jury disagreed, case pending.
Assault and battery.....	31	Twenty-one convicted, 6 fined \$5 and costs; 5 fined \$10 and costs; 5 fined \$1 and costs; 1 sent to county jail for 20 days; 1 sentence suspended until next term of court; 1 sent to State House of Correction for 90 days; 1 sent to State House of Correction for 60 days; 1 fined \$30 and costs; 4 dismissed by order of Prosecuting Attorney; 3 acquitted; 2 discharged; 1 Prosecuting Attorney not notified in time to appear.
Assault with intent to commit murder.....	4	Two discharged; 1 <i>nolle pro's'd</i> ; 1 dismissed.
Assault with intent to do great bodily harm....	1	Dismissed.
Bastardy.....	1	Settled.

ABSTRACTS OF REPORTS OF
BARRY COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Bigamy.....	2	One convicted, sent to State Prison at Jackson 8 years; 1 discharged on examination.
Concealing mortgaged property.....	1	Settled.
Defrauding hotel-keeper.....	1	Convicted, fined \$1 and costs.
Disposing of leased property.....	1	Convicted, fined \$50 and costs.
Disturbing religious meeting.....	2	Both discharged on motion of Prosecuting Attorney.
Drunk and disorderly.....	2	Convicted, 1 sentence suspended; 1 recognizance for good behavior given.
Embezzlement.....	1	Discontinued by request of complainant.
False pretenses.....	4	Two settled; 1 pending; 1 <i>nolle pros'd</i> .
Forgery.....	3	One convicted, sent 4 months to State Prison at Jackson; 2 pending.
Habitual drunkenness.....	1	Convicted, sent to State House of Correction for 3 months.
Horse stealing.....	2	One pending; 1 discharged on motion of Prosecuting Attorney.
Incest.....	1	Pending.
Keeping open saloon on Sunday.....	1	Convicted, sent to jail for 90 days in default of payment of fine of \$100.
Larceny.....	13	Seven convicted, 2 sent to State House of Correction for 90 days; 1 sent to State Prison for 4 years; 3 sent to jail, one for 60 days and two for 90 days; 1 fined \$10; 1 acquitted; 2 discontinued on motion of Prosecuting Attorney; 2 discharged; 1 pending.
Larceny, attempted from person.....	2	Convicted, sentenced each 9 months in State Prison at Jackson.
Larceny from house.....	1	Convicted, sent to State Prison for 4 years.
Larceny from store in day-time.....	1	Pending.
Malicious injury to fruit trees.....	1	Pending.
Malicious injury to personal property.....	1	Convicted, fined \$1 and costs.
Over-driving and cruelty to animals.....	1	Convicted, fined \$10 and costs.
Robbery.....	3	<i>Nolle pros'd</i> .
Slander.....	1	Settled by request of complaining witness.
Spearing fish in Gun Lake.....	1	Acquitted.
Threats.....	2	Convicted, 1 sent to jail 60 days; 1 sentenced to pay costs and give recognizance to keep the peace for 90 days.
Unhitching and driving away team without authority.....	1	Convicted, sentenced to pay costs.
Violating fish law.....	2	Convicted, 1 sent to jail for 10 days; 1 fined \$1.25 and costs.

BAY COUNTY.

JAMES VAN KLEECK, *Prosecuting Attorney.*

Number of persons prosecuted, 704.

Charged with.	No.	The Result and the Punishment.
Abduction.....	2	Both held for trial, recognizance forfeited.
Adultery.....	4	Two complaint withdrawn; 2 acquitted.
Arson.....	1	Discharged.
Assault with intent to commit murder.....	1	Convicted, sent to State Prison 5 years.
Assault with intent to commit rape.....	4	One convicted, sent to State House of Correction 1 year; 1 convicted of assault and battery, Detroit House of Correction 8 months; 1 forfeited recognizance pending examination; 1 discharged on examination.
Assault with intent to do great bodily harm....	9	Three convicted of assault and battery, fined \$25 each; 1 convicted of assault and battery, fined \$100; 1 <i>nolle pros'd</i> ; 8 pending; 1 discharged on examination.
Assault and battery.....	238	Three fined \$50 each; 1 fined \$28; 6 fined \$25 each; 3 fined \$20 each; 6 fined \$10 each; 2 fined \$15 each; 1 fined \$9; 1 fined \$7; 23 fined \$5 each; 7 fined \$4 each; 10 fined \$3 each; 13 fined \$1 each; 7 fined 6 cents and costs each; 20 complaint withdrawn on payment of costs; 2 warrant not returned; 28 discharged; 1 sent to Reform School; 4 discontinued by order of Prosecuting Attorney; 4 appealed; 1 discharged; 3 pending; 23 complaint withdrawn; 21 sentence suspended; 2 sent to State House of Correction at Ionia 90 days; 7 sent to Detroit House of Correction 90 days; 2 sent to Detroit House of Correction 65 days; 8 sent to jail 60 days; 11 sent to jail 30 days; 13 sent to jail 20 days; 9 sent to jail 10 days; 1 sent to jail 6 days; 6 sent to jail 15 days; 1 sent to jail 90 days.
Bastardy.....	2	Discontinued by order of Prosecuting Attorney.
Blaspheming, &c.	1	Jail 20 days.
Boarding railroad train in motion.....	1	Complaint withdrawn.
Burglary.....	1	Convicted, sentence suspended.
Conducting gift enterprise	1	Complaint withdrawn and costs paid.
Common drunkards.....	78	Ten sent to Detroit House of Correction 90 days each; 3 sent to Detroit House of Correction 65 days each; 4 sent to jail 20 days each; 3 sent to jail 10 days each; 1 sent to jail 5 days; 6 discharged without trial; 25 discharged on payment of costs; 17 sentence suspended; 2 fined \$5; 1 fined \$1; 4 fined costs; 2 fined 6 cents and costs.
Common prostitutes	17	Seven sent to Detroit House of Correction 90 days; 2 sent to Detroit House of Correction 65 days; 3 sent to jail 30 days; 2 complaint withdrawn; 1 fined \$10 and costs; 2 discharged on trial.
Cruelty to animals.....	2	One discharged; 1 fined \$4.
Disposing of mortgaged property.....	1	Costs paid, complaint withdrawn.

ABSTRACTS OF REPORTS OF
BAY COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Disorderly persons.....	84	One fined \$50; 3 fined \$25; 1 fined \$15; 4 fined \$25; 2 fined \$5; 3 fined \$1; 2 fined costs of prosecution; 3 sent to Detroit House of Correction 90 days; 6 sent to Detroit House of Correction 65 days; 1 sent to Detroit House of Correction 6 months; 6 sent to Industrial Home for Girls; 3 sent to jail 20 days; 1 sent to jail 15 days; 8 sent to jail 10 days; 7 discharged; 29 sentence suspended; 2 complaint withdrawn; 2 sent to Detroit House of Correction.
Embezzlement.....	1	Complaint withdrawn.
False pretenses.....	4	One no arrest; 2 discharged on examination; 1 <i>nolle pros'd.</i>
Fast driving on county bridge.....	2	One discharged; 1 complaint withdrawn on payment of costs.
Gambling.....	2	One fined \$50; 1 fined \$25.
Incest.....	2	One 1 year State Prison; 1 discharged on examination.
Keeping house of ill-fame.....	8	One convicted, suspended sentence; 1 pending; 2 <i>nolle pros.</i> entered, jury disagreed; 2 complaint withdrawn; 2 discharged on trial.
Keeping gambling house.....	1	Complaint withdrawn on payment of costs.
Larceny from the person.....	11	Two sent to State Prison 2 years; 3 pending; 1 sent to State House of Correction 1 year; 4 discharged; 1 complaint withdrawn.
Larceny.....	100	Convicted, 62, of whom 2 were sent to State Prison, 1 for 3 years and 1 for 2 years; 2 were sent to State House of Correction, 1 for 1 year and 1 for 6 months; 6 sent to Detroit House of Correction, 5 for 90 days each, 1 for 3 months; 4 sent to Reform School; 4 sent to Industrial Home for Girls; 1 sent to jail 65 days; 1 jail 60 days; 6 jail 20 days each; 1 jail 10 days; 8 jail 30 days each; 8 jail 15 days each; 7 sentence suspended; 33 discharged; 3 <i>nolle pros'd.</i> ; 8 fined \$5; 1 fined \$4; 3 fined \$3 each; 2 complaint withdrawn; 2 escaped.
Larceny at a fire.....	1	Pending.
Leasing house for the purpose of prostitution ..	1	Convicted, sentence suspended.
Malicious trespass.....	2	One costs paid; 1 discharged.
Malicious injury to personal property.....	7	One fined \$5 and costs; 4 discharged; 2 sentence suspended.
Malicious injury to building.....	5	One discharged on payment of costs; 1 fined \$5; 3 warrant not returned.
Malicious injury to dwelling house.....	6	One sent to jail 40 days; 1 discharged; 4 discharged on payment of costs.
Nuisance.....	2	One costs paid, complaint withdrawn; 1 discontinued.
Perjury.....	2	<i>Nolle pros.</i> entered.
Receiving stolen property.....	1	Sent 6 months to State House of Correction.
Slander.....	23	One convicted and sent to State House of Correction 90 days; 1 sent to jail 30 days; 1 sent to jail 15 days; 1 fined \$5 and costs; 3 fined \$1 and costs; 4 fined costs; 2 complaint withdrawn on payment of costs; 3 sentence suspended; 2 fined \$5 each; 5 discharged.
Surety of the peace.....	3	One discontinued; 2 suspended sentence; 1 discharged.

PROSECUTING ATTORNEYS.

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BAY COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Truancy	15	Seven sent to Reform School; 2 discharged; 2 sentence suspended; 3 sent to Industrial Home for Girls; 1 jail 15 days; 1 complaint withdrawn.
Vagrancy.....	26	Six sent to Detroit House of Correction, 3 for 90 days, and 3 for 65 days each; 2 sent to jail 10 days each; 7 jail 30 days each; 3 each 20 days; 5 sentence suspended; 3 discharged on payment of costs.
Violating liquor law.....	82	Fourteen fined \$25; 1 <i>nolle pros.</i> entered; 2 sent to House of Correction 90 days; 1 sent to jail 60 days; 1 sent to jail 15 days; 2 sentence suspended; 6 complaint withdrawn; 2 held for trial in Circuit Court; 6 discharged on trial; 1 appealed to Supreme Court, and forfeited recognizance pending appeal.

BENZIE COUNTY.

E. R. CHANDLER, *Prosecuting Attorney.*

Number of persons prosecuted, 20.

Charged with.	No.	The Result and the Punishment.
Assault and battery.....	1	Convicted and fined 75 cents and costs, on default was sent to jail 8 days.
Bastardy.....	1	Pending.
Burglary.....	8	Six dismissed on examination; 1 escaped from officer; 1 pending.
Drunkenness.....	1	Convicted and fined \$5 and costs.
Highway robbery.....	1	Discharged on examination.
Larceny.....	3	One fined \$5 and costs; 1 sent to county jail 60 days; 1 dismissed.
Obstruction of highway.....	4	<i>Nolle pros'd.</i>

ABSTRACTS OF REPORTS OF

BERRIEN COUNTY.

GEORGE W. BRIDGMAN, *Prosecuting Attorney.*

Number of persons prosecuted, 251.

Charged with.	No.	The Result and the Punishment.
Adultery.....	1	Wife refused to further prosecute and case discontinued.
Affray.....	11	One convicted and sent to Reformatory at Ionia for 4 months; 1 fined \$15; 1 fined \$25; 1 sent to county jail for 60 days; 1 fined \$16; 1 fined \$50; 4 escaped from officer and fled from the State, and 1 acquitted.
Allowing male animals to run at large.....	2	One discharged; 1 acquitted.
Assault and battery.....	34	Eight convicted and fined \$5 each and costs; 1 fined \$4 and costs; 2 fined \$3 each and costs; 5 fined \$1 each and costs; 2 fined \$3 each and costs; 3 fined \$10 each and costs; 1 fined \$25 and costs; 2 fined costs; 1 remanded to county agent; 3 discharged; 6 acquitted.
Assault with intent to murder.....	2	One awaiting trial; 1 discharged.
Assault with intent to do great bodily harm less than murder.....	9	Two convicted of assault and fined \$100 each; 1 convicted of assault and battery and discharged after 2 months' imprisonment upon suspended sentence, that he should refrain from the use of liquor; 6 awaiting trial.
Assault with intent to commit rape.....	2	One convicted and sent to Reformatory at Ionia for 2 years; 1 discharged.
Attempt to procure abortion.....	1	Discharged.
Attempt to cause buildings, etc., to be burned..	2	One discharged; 1 remanded to county agent.
Burglary.....	16	One convicted and sent to State Prison at Jackson for 4 years; 1 convicted of larceny and remanded by the court to his relatives upon the recommendation of physician; 1 convicted of larceny from dwelling house and sent to State Prison at Jackson for 1 year and six months; 1 convicted of larceny and sent to county jail 3 months; 2 convicted and sent to State Prison at Jackson for 2 years; 2 remanded to county agent; 2 discharged; 1 convicted and sent to Reformatory at Ionia for 2 years; 3 awaiting trial.
Careless use of fire-arms.....	1	Discharged.
Conspiracy to cheat and defraud.....	2	Both convicted and sent to State Reformatory at Ionia for 90 days.
Cruelty to animals.....	1	Convicted and discharged by the court upon payment of costs.
Defrauding hotel-keeper.....	2	One discharged; 1 discharged upon payment of bill and costs.
Disorderly persons.....	30	Three convicted and fined \$10 each and costs; 1 fined \$5 and costs; 1 fined \$2 and costs, or 10 days in jail; 1 fined \$2 and costs; 2 fined \$5 each and costs, or 15 days in jail; 1 fined \$5 and costs, or 20 days in jail; 5 sent to jail 40 days each; 4 sent to jail 30 days each; 6 sent to jail 15 days each; 3 sent to jail 10 days each; 1 sent to jail 60 days; 1 escaped from officer; 1 absconded, and 1 discharged.

BERRIEN COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Disturbing religious meeting.	11	Four convicted and fined \$2 each and costs, or 30 days in jail; 7 others were tried together, the jury disagreed and the parties were discharged and re-arrested on another charge.
Drunkenness	46	Twenty convicted and fined \$5 each and costs; 4 fined \$1 each and costs; 1 fined \$2 and costs; 2 fined \$2.50 each and costs; 1 fined \$3 and costs, or 30 days in jail; 4 fined \$10 each and costs; 8 sent to jail 30 days each; 1 sent to jail 40 days; 2 sent to jail 20 days each; 1 sent to jail 15 days; 1 fined \$24, or 30 days in jail, and 1 discharged.
False pretenses	1	Discharged.
Incest	1	Discharged.
Larceny	33	One convicted and fined \$10 and costs; 2 remanded to county agent; 6 discharged upon restitution of goods and payment of costs; 1 delivered to sheriff of Cass county; 2 sent to county jail 30 days each; 1 fined \$3 and costs; 2 fined \$1 each and costs; 1 fined \$3.50 and costs; 1 fined \$50, or 60 days in jail; 1 sent 90 days to county jail; 9 discharged; 3 escaped; 1 died; and 2 acquitted.
Larceny from store in day-time	2	One convicted and sent to county jail for 30 days; 1 awaiting trial.
Larceny from dwelling house in day-time	3	One convicted and sent to reformatory at Ionia for 2 years; 2 awaiting trial.
Larceny from the person	3	Two discharged upon making restitution and payments; 1 awaiting trial.
Murder	1	Convicted of manslaughter and sent to State Prison at Jackson for 13 years.
Practicing medicine without authority	1	Convicted and fined \$10 and costs.
Rape	4	Four were arrested together, 1 convicted of assault and fined \$50; 1 not tried; 2 acquitted.
Resisting an officer	1	Convicted of assault and battery and sent 60 days to county jail.
Seduction	4	Three married each the complaining witness; 1 awaiting trial.
Slander	3	One convicted and fined \$3.60; 1 discharged upon payment of costs and signing a written statement; 1 discharged.
Sureties of the peace	2	One held under bonds of \$300 for 60 days; 1 under bonds of \$100 for 60 days.
Trespass	2	One discharged upon payment of costs; 1 awaiting trial.
Violating game law	3	Two convicted and fined \$10 each and costs; 1 fined \$5 and costs.
Violating liquor law	14	Five convicted and fined \$25 each and costs; 2 fined \$50 each and costs; 6 awaiting trial; 1 acquitted.
* Under this head are included various offenses mentioned in section 1985 of Howell's Statutes.		

BRANCH COUNTY.

WILLIAM E. WARE, *Prosecuting Attorney.*

Number of persons prosecuted, 100.

Charged with.	No.	The Result and the Punishment.
Assault and battery	33	Convicted 32, cost \$1, costs \$29; 1 paid fine \$5, costs \$15; 1 paid fine \$1, costs \$4.95; 1 paid \$10.15; 1 paid fine \$1, costs \$5.40; 1 paid fine \$10, costs \$1.20; 1 paid \$4.45; 1 paid fine \$4.80; 1 paid fine \$5, costs \$10; 1 paid fine \$40; 1 paid \$19.54; 1 pending; 2 convicted sent to State House of Correction 90 days; 3 acquitted on trial by jury; 1 acquitted on trial by court; 5 discharged on payment of costs.
Assault on female child under 14	1	Examination pending.
Attempt to commit murder	2	One convicted, fined \$100 and sent to State House of Correction at Ionia 9 months; 1 discharged on examination, by motion Prosecuting Attorney.
Attempt to commit rape	1	Convicted, sent to State House of Correction at Ionia 3 1/4 years.
Boarding freight car	3	Examination pending.
Burglary	3	One acquitted on trial by jury; 2 discharged on motion Prosecuting Attorney.
Cruelty to animals	3	One convicted, paid fine \$3, costs \$31.94; 1 convicted paid fine \$1, costs \$9; 1 acquitted on trial by jury.
Disturbing religious meeting	3	Convicted, one of whom paid fine \$20, costs \$6.50; 2 of whom sent to jail 30 days.
Disorderly persons	26	Convicted, 20; of whom 3 were sent to State House of Correction 6 months each; 10 were sent to Detroit House of Correction, 1 for 60 days, 1 for 65, 8 for 90 each; 2 sent to Industrial Home for Girls; 1 sent to Reform School; 1 sent jail 10 days; 1 jail 30 days; 1 jail 90 days; 1 paid fine and costs of \$7.50; 2 acquitted by the court; 4 discharged on payment of costs; 1 sentence suspended.
False pretenses	2	Discharged on examination, motion Prosecuting Attorney.
Gambling and betting	1	Convicted, paid fine \$10, costs \$4.95.
Indecent exposure	1	Convicted, sent to State House of Correction at Ionia 1 year.
Intoxication	1	Convicted, sent to jail 10 days.
Jail breaking	1	Convicted, sent to State House of Correction at Ionia 10 months.
Larceny	23	Convicted 16, of whom 1 was sent to Detroit House of Correction 60 days; 10 were sent to State House of Correction, 8 for 90 days each, 1 for 5 months, 1 for 2 years; 1 sent jail 30 days; 4 paid fines and costs, viz.: 1 of \$14.45, 1 of \$15.20, 1 of \$7, 1 of \$10; 5 acquitted; 1 discharged.

BRANCH COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Malicious mischief.....	1	Convicted, sent to Detroit House of Correction 6 months.
Passing counterfeit money with intent to pass as true.....	1	Convicted, sent to State Prison 6 years.
Perjury	1	Convicted, sent to State Prison 7 years.
Resisting an officer.....	1	Convicted, sent to Ionia 90 days.
Sureties for the peace.....	2	Acquitted on trial by jury.
Subornation of perjury.....	1	Discharged on examination.
Unlawful practice of medicine.....	1	Convicted, paid fine \$9.
Violation of fish law.....	2	Acquitted on trial by jury—1 trial.
Violation of liquor law.....	6	One convicted, paid fine \$30, costs \$3.70; 1 convicted paid fine \$25, costs \$7.40; 1 convicted paid fine \$50, costs \$5.45; 1 convicted, appeal to Supreme Court pending; 2 discharged on motion of Prosecuting Attorney.
PENDING FROM LAST YEAR.		
Attempt to commit murder.....	2	One <i>nolle pros'd</i> on payment of costs, \$37.50; 1 <i>nolle pros'd</i> .
CIVIL BUSINESS.		
Application for mandamus to Board of Supervisors	3	One writ allowed, claim paid; 2 discontinued without costs.

CALHOUN COUNTY.

HERBERT E. WINSOR, *Prosecuting Attorney*.

Number of persons prosecuted : In Circuit Court, 78. In Justice Court, 228. Total, 306.

Charged with.	No.	The Result and the Punishment.
CIRCUIT COURT.		
Abduction.....	1	Pending.
Adultery	1	Warrant in hands of officer.
Assault with intent to kill and murder.....	2	One pending; 1 discharged on examination.
Assault with intent to commit robbery.....	1	Warrant in hands of officer.
Assault and battery.....	1	Sentenced to Reform School.
Bastardy	6	One pending; 1 settled; 1 discharged; 3 dismissed.
Burglary	7	Three sentenced to State Prison, 1 for 3 years, 1 for 2 years, 1 for 10 years; 1 pending; 3 dismissed.
Embezzlement.....	2	One sent to State Prison 5 years; 1 pending.
False pretenses.....	15	One sent to State Prison 6 months; 1 sent to jail 80 days; 4 pending; 9 discharged.
Forgery.....	3	Two sent to State Prison, 1 for 1 year, 1 for 10 months; 2 pending; 2 discharged; 2 <i>nolle pros'd</i> .

ABSTRACTS OF REPORTS OF
CALHOUN COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Incest.....	1	Discharged.
Larceny, over \$25.....	5	Three sentenced to State Prison, 1 for 4 years, 1 for two years, 1 for 1 year; one sent to jail 20 days; 1 discharged.
Larceny from person.....	1	Recognizance forfeited.
Larceny from store.....	3	Two sent to State Prison, 1 for 4 months and 1 for 2 years; 1 sent to State House of Correction 8 months.
Larceny from office in day-time.....	1	Sent to State Prison 1 year.
Larceny from freight house.....	2	Discharged on examination.
Lewd and lascivious cohabitation.....	7	One sentenced to 1 year State House of Correction; 1 sent to jail 30 days; 4 discharged; 1 died.
Lewd and lascivious behavior.....	2	Sentence suspended.
Murder.....	1	Discharged on examination.
Perjury.....	1	Sentenced to 10 years at State Prison.
Rape.....	1	Discharged on examination.
Receiving stolen property.....	1	Discharged.
Resisting officer.....	1	Sentenced to 1 year at State Prison.
Robbery.....	2	<i>Nolle pros'd.</i>
Seduction.....	1	<i>Nolle pros'd.</i>
Selling liquor without license (appeal).....	1	Recognizance forfeited.
Selling liquor to minors (appeal).....	1	Fined \$40 and costs.
IN JUSTICE COURT.		
Assault and battery.....	42	Two pending; 3 acquitted; 18 dismissed; 24 convicted; 1 was sent to Reform School; 10 sent to jail, 2 for 15 days each, 1 for 10 days, 1 for 40 days, 3 for 30 days each, and 3 for 90 days each; 12 paid fines and costs, thus: 3 fined \$1 each, 1 fined \$2, 6 fined \$5 each, 2 fined \$25 each; 1 was discharged on payment of costs.
Cruelty to animals.....	2	Fined \$5 each and costs.
Disposing chattel mortgaged property.....	5	Four discharged; one paid \$10 and costs.
Disorderly under statute.....	40	Ten discharged; 5 paid fines from 6 cents to \$25 and costs; 2 sent to jail 5 days; 3 sent to jail 10 days each; 4 sent to jail 15 days each; 3 sent to jail 20 days; 3 sent to jail 30 days; 1 sent to jail 40 days; 3 sent to jail 60 days each, 6 sent to jail 90 days each.
Disturbing religious meetings.....	2	Dismissed.
Drunkenness.....	27	One sentence suspended; 5 discharged; 4 sent to Detroit House of Correction, 3 for 3 months each, and 1 for 1 year; 17 were sent to jail, of whom 2 were sent for 10 days, 4 for 15 days, 3 for 20 days, 3 for 30 days, 1 for 35 days, 1 for 40 days, 1 for 60 days, 2 for 90 days each.
<i>Infant Offenders:</i>		
(a) Disorderly.....	3	1 sent to the Reform School; 2 discharged.
(b) Incurable.....	1	Sentence suspended.
(c) Truancy.....	2	Sent to Reform School.

CALHOUN COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Larceny of property less than \$25.....	47	One acquitted; three escaped from officer; 2 sentence suspended; 7 dismissed; 2 paid \$1 and costs; 1 \$5 and costs; one sent to Reform School; 11 sent to State House of Correction 90 days each; 2 sent to Detroit House of Correction 8 months each; 17 sent to county jail, 1 for 5 days, 3 each 10 days, 3 each 20 days, 2 each 15 days, 8 for 30 days each.
Prostitute—common.....	7	Five sent to Detroit House of Correction 3 months each; 1 acquitted; 1 discharged.
Vagrants.....	37	One sent to Reform School; 7 sent to Detroit House of Correction from 60 to 90 days; 3 sent to State House of Correction 90 days each; 11 sent to jail, 1 for 60 days; 1 for 30 days; 13 for 20 days each; 4 for 15 days; 3 for 10 days; 4 dismissed.
Violation of liquor law.....	7	One acquitted; 4 dismissed; 2 convicted and paid fines from \$10 to \$25 and costs.
Violation of fish and game law.....	7	One acquitted; 6 dismissed.

CASS COUNTY.

F. J. ATWELL, *Prosecuting Attorney.*

Number of persons prosecuted, 120.

Charged with.	No.	The Result and the Punishment.
Abduction.....	4	Discharged on examination.
Adultery.....	1	Convicted and sent to State Prison for 1 year.
Assault and battery.....	25	One fined \$25 and costs; 8 each fined \$10 and costs; 1 fined \$5 and costs; 6 fined \$5 each and costs; 2 fined \$2 each and costs; 1 fined costs; 4 settled.
Assault with intent to murder.....	1	Pending.
Assault with intent to do great bodily harm less than murder.....	3	One convicted and sentenced to State Prison 9 months; 1 escaped to Indiana and not returned on requisition; 1 dismissed.
Bastardy.....	4	One pending; 2 settled by marriage of parties; 1 dismissed.
Burglary.....	4	One convicted and sent to State Prison 1 year; 1 acquitted.
Cruelty to animals.....	2	Sent to State House of Correction 90 days each.
Careless use of fire-arms.....	3	Two convicted and fined, 1, \$5, and 1, \$10 and costs; 1 acquitted.
Disorderly persons.....	4	Two sent to Industrial Home; 1 gave bonds to keep the peace; 1 dismissed.
Drunk.....	24	One acquitted; 23 convicted and fined, 4 each \$10; 9 each \$5; 8 each \$3, and 2 each \$1 and costs.

ABSTRACTS OF REPORTS OF
CASS COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Larceny.....	80	Twenty-four convicted and punished as follows: 3 sent to State Prison, 1 for 18 months, 2 for 1 year each; 5 sent to State House of Correction, 1 for 6 months; 4 for 90 days each; 4 sent to jail 90 days each; 1 fined \$10 and costs; 2 each \$30; 2 each \$50 and costs; 2 each \$20 and costs; 2 each \$2 and costs; 2 each \$5 and costs, in default of payment to be committed to county jail; 4 acquitted; 2 dismissed.
Malicious injury to property.....	2	Dismissed.
Receiving and secreting stolen money, knowing it to be stolen	1	Convicted and sent to State Prison 1 year.
Resisting an officer.....	1	Dismissed.
Slander.....	4	Convicted and fined, 2 each \$5 and costs; 1, \$1 and costs; 1 fined \$3 and costs.
Swearing, profane.....	1	Fined \$5 and costs.
Truancy	1	Sentenced to Reform School.
Vagrancy.....	1	Fined \$25 and costs.
Violation liquor law.....	2	Fined \$25 and costs.
Violation of fish law.....	9	One fined \$10; 8 fined \$5 each and costs.
Violation of Sabbath.....	8	Fined \$1 and costs each.

CHARLEVOIX COUNTY.

ROSCOE L. CORBETT, *Prosecuting Attorney.*

Number of persons prosecuted, 40.

Charged with.	No.	The Result and the Punishment.
Assault and battery.....	23	Five convicted and fined \$5 each and costs; 1 fined \$50 and costs; 1 fined \$25; 2 fined \$10 and costs; 1 fined \$2 and costs; 1 fined \$1 and costs; 1 sent to jail 15 days; 1 sent to House of Correction 90 days; 6 discharged; 3 acquitted.
Bastardy.....	2	Dismissed.
Embezzlement	1	Discharged.
False pretense.....	2	Dismissed.
Larceny.....	2	One dismissed; 1 acquitted.
Misdemeanor.....	1	Convicted and fined \$2 and costs.
Practicing as physician without license.....	1	Acquitted.
Surety to keep the peace.....	2	Security given.
Trespass.....	2	One jury disagreed; 1 pending.
Violation of liquor law.....	5	Two convicted and fined \$25 each and costs; 1 dismissed; 1 acquitted; 1 pending.

CHEBOYGAN COUNTY.

HENRY G. DOZER, *Prosecuting Attorney.*

Number of persons prosecuted, 107.

Charged with.	No.	The Result and the Punishment.
Assault and battery.....	16	One convicted and fined \$50; 2 fined \$10 each and costs; 1 fined \$15 and costs; 1 fined \$5 and costs; 1 fined \$3.50 and costs; 1 sent to jail 30 days; 1 fined costs; 1 fined \$25 and costs; 1 fined 50 cents and costs; 1 settled by the parties; 1 discharged; 4 acquitted.
Assault with intent to murder.....	1	Acquitted.
Attempt to dispose of chattel mortgaged property	1	Settled by parties and discontinued.
Breaking and entering store in night-time with intent to commit the crime of larceny.....	5	Pending.
Breaking dwelling house in day-time with intent to commit the crime of larceny.....	3	One pending; 2 discharged.
Disfiguring other person.....	1	<i>Nolle prosequit.</i>
Disorderly	14	Four convicted and sent to jail 10 days each; 3 sent to jail 20 days each; 3 sentence suspended; 1 sent to jail 5 days; 2 discharged; 1 sent to State House of Correction and Reformatory.
Entering dwelling house in day-time with intent to commit crime of larceny.....	1	Convicted and sent to State House of Correction 1 year.
Entering dwelling house in night-time without breaking with intent to commit crime of larceny.....	1	Discharged.
Embezzlement	1	Pending.
Enticing away female under 16 years of age for purpose of marriage, etc.....	2	One discharged; 1 broke jail and escaped before trial.
Gaming	1	Discharged.
Injury to dwelling house.....	2	One convicted and fined \$1 and costs; 1 discharged.
Larceny.....	9	One convicted and sent to State House of Correction for 90 days; 1 sent to jail 10 days; 1 sent to jail 60 days; 1 fined \$35 and costs; 1 fined \$10 and costs; 1 fined costs; 1 discharged; 2 acquitted.
Larceny from the person of another.....	5	Four committed for trial, broke jail and escaped before trial; 1 acquitted.
Malicious injury to animals.....	1	Acquitted.
Rape.....	2	One convicted and sent to Jackson State Prison 15 years; 1 pending.
Receiving stolen property.....	4	Pending.
Resisting officer.....	1	Acquitted.
Robbery	2	Pending.
Slander	5	One convicted and fined \$8 and costs; 2 acquitted; 2 discharged.

ABSTRACTS OF REPORTS OF
CHEBOYGAN COUNTY.—*Continued.*

Charged with.	No.	The Result and the Punishment.
Shooting deer in water.....	1	Appealed and quashed.
Surety of peace.....	1	Acquitted.
Truancy.....	2	One convicted and sent to Industrial Home for Girls for 7 years and 8 months; 1 sent to Industrial Home for Girls 9 years and 6 months.
Violation of hotel act.....	1	Convicted and sent to jail 15 days.
Violation of physicians and surgeons act.....	4	Convicted and fined \$20 each and costs.
Violation of the liquor law.....	20	Thirteen convicted and fined each \$25 and costs; 1 fined \$30 and costs; 2 discharged; 4 acquitted.

CHIPPEWA COUNTY.

JOHN H. GOFF, *Prosecuting Attorney.*

Number of persons prosecuted, 77.

Charged with.	No.	The Result and the Punishment.
Adultery.....	1	Convicted and sent to State House of Correction for 2 years.
Assault and battery.....	18	Three acquitted; 1 convicted and sent to State House of Correction 90 days; 6 convicted and sent to jail, 2 for 60 days each, 3 for 30 days each, 1 for 40 days; 1 convicted of assault and fined \$10 and costs; 6 convicted and paid costs and the following fines, viz.: 2 fined \$1 each, 1 fined \$3, 2 each \$5, 1 fined costs, 1 fined \$25 and costs.
Assault with intent to murder.....	4	One convicted of assault with intent to do great bodily harm and sent to State House of Correction for 1 year; 1 convicted of assault and battery and sent to jail 30 days; 2 discharged on examination.
Bastardy.....	2	One acquitted; one <i>nolle pro'd.</i>
Carrying concealed weapons.....	1	Acquitted.
Cruelty to animals.....	1	Acquitted.
Disorderly persons.....	6	Five convicted, of whom 1 was sent to jail 90 days, and 4 were fined \$10 each and costs; 1 discharged.
Enticing away from parent female child under 16 for marriage.....	2	One discharged on examination; 1 bound over to Circuit Court.
Keeping house of ill-fame.....	3	One discharged on examination; 2 committed for trial.
Larceny.....	18	Seven convicted and sent to State House of Correction 90 days each; 1 sent to Reform School; 5 sent to jail, 1 for 15 days, 1 for 10 days, 1 for 90 days, 1 for 40 days, 1 for 30 days; 1 fined \$1 costs; 1 discharged; 3 acquitted.
Larceny from the person.....	3	Two convicted and sent to State Prison, 1 for 3 years, 1 for 3½ years; 1 discharged.
Law against gambling.....	2	Convicted, 1 fined \$25 and 1 fined \$50 with costs.

CHIPPEWA COUNTY.—*Continued.*

Charged with.	No.	The Result and the Punishment.
Maiming.....	1	Convicted of assault and battery and fined \$50 and costs.
Malicious destruction of property.....	2	One acquitted; 1 sent to jail 25 days.
Manslaughter.....	2	One acquitted; 1 sent to State Prison 10½ years.
Poisoning cattle.....	1	Discharged on examination.
Rape.....	1	Sentenced to State Prison 10 years.
Security to keep peace.....	3	Two acquitted; 1 settled.
Violation of liquor law.....	4	One sentenced to Detroit House of Correction 90 days; 1 sent to jail 30 days; 2 discharged.
Violation of law against nature.....	2	Discharged on examination.

CLARE COUNTY.

W. A. BURRITT, *Prosecuting Attorney.*

Number of persons prosecuted, 67.

Charged with.	No.	The Result and the Punishment.
Arson.....	2	One pending; 1 acquitted.
Assault and battery.....	13	Ten convicted, of whom 3 were sent to State House of Correction 90 days each; 2 sent jail, 1 for 30 days, 1 for 90 days; 2 fined \$20 each; 1 fined \$3.39; 2 sentence suspended; 3 acquitted.
Assault with intent to murder.....	1	Sentenced to State Prison 3 years.
Assault with intent to rape.....	2	One sent to State House of Correction 90 days 1 pending.
Attempt to break jail.....	1	Sentence suspended.
Burglary.....	3	Pending.
Cruelty to animals.....	1	Acquitted.
Defrauding inn-keeper.....	2	Sentenced jail 30 days each,
Disorderly.....	5	One sentenced to Detroit House of Correction 90 days; 2 sentence suspended; 2 acquitted.
Election fraud.....	1	Five charged jointly—pending.
False pretenses.....	2	One acquitted; 1 <i>nolle pros'd.</i>
Forgery.....	2	One sentenced to State House of Correction 6 months; 1 pending.
Hunting deer with dogs.....	1	Acquitted.
Keeping house of ill-fame.....	3	One pending; 2 <i>nolle pros'd.</i>
Larceny—simple.....	6	Five sentenced to State House of Correction 90 days each; 1 acquitted.
Larceny from the person.....	2	One sentenced to State Prison 1 year; 1 acquitted.

ABSTRACTS OF REPORTS OF
CLARE COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Larceny—grand.....	8	One sentenced to State Prison 1 year; 1 sent to State House of Correction 90 days; 1 acquitted.
Malicious destruction of barn.....	1	Acquitted.
Malicious killing of animals.....	2	<i>Nolle pros'd.</i>
Money stolen and secreted.....	1	Property not found.
Murder.....	1	Acquitted.
Public prostitute.....	8	<i>Nolle pros'd.</i>
Rape.....	1	Pending.
Slander.....	2	Acquitted.
Surety to keep the peace.....	1	Two jointly charged—convicted.
Threats to kill.....	1	<i>Nolle pros'd.</i>
Threats of bodily harm.....	1	Convicted.
Vagrant.....	1	Sentenced to Detroit House of Correction 90 days.
<i>Violation of liquor law:</i>		
(a) Selling liquor without paying tax.....	1	Acquitted.
(b) Not specified.....	2	Two jointly charged—1 pending; 1 <i>nolle pros'd.</i>

CLINTON COUNTY.

CHAS. M. MERRILL, Prosecuting Attorney.

Number of persons prosecuted, 61.

Charged with.	No.	The Result and the Punishment.
Assault and battery.....	22	Six convicted and fined \$5 each; 1 fined \$35 and costs or 90 days in jail; 1 fined \$15 and costs; 1 fined \$25; 2 fined \$10 each; 2 fined \$5 and costs each; 2 fined \$3 and costs each; 1 fined \$1 and costs; 1 fined \$8 and costs; 3 acquitted; 1 discharged, and 1 sent to State House of Correction and Reformatory 90 days.
Assault with intent to commit rape.....	1	Discharged.
Bastardy.....	2	One discharged; 1 pending.
Defrauding hotel keeper.....	1	Convicted, fined \$25 or 20 days in jail.
Disturbing religious meeting.....	1	Convicted, sent to jail 30 days.
Drunk and disorderly.....	12	Nine convicted and fined \$5 and costs each; 1 fined \$1 and costs; 1 fined \$10 and costs; 1 fined \$20 and costs.
False pretenses.....	4	Two discharged; 2 still pending.
Forgery.....	1	Convicted, sent to State House of Correction and Reformatory 4 years.

CLINTON COUNTY.- *Continued.*

Charged with.	No.	The Result and the Punishment.
Keeping bar open on holiday.....	1	Convicted, fined \$50 and costs.
Larceny	9	Four discharged; 2 acquitted; 1 convicted and sentence suspended; 1 convicted and sent to State House of Correction and Reformatory 90 days; 1 prosecution still pending.
Leaving carcass of dead animal exposed.....	1	Discharged upon abating the nuisance and paying costs.
Selling liquor without payment of tax.....	3	One convicted and fined \$50 and costs or 90 days in jail; 1 convicted, fined \$25 and costs or 90 days in jail; 1 still pending.
Slander, under statute.....	3	Discharged.

CRAWFORD COUNTY.

J. O. HADLEY, *Prosecuting Attorney.*

Number of persons prosecuted, 20.

Charged with.	No.	The Result and the Punishment.
Adultery.....	1	Bound over for trial.
Assault and battery.....	2	Fined \$20 each and costs.
Drunk on public streets	13	Six fined \$5 each and costs; 1 fined \$8 and costs; 3 each \$10 and costs; 2 each \$15 and costs; 1 committed to jail in default of payment of fine.
Keeping house of ill-fame.....	1	Bound over for trial.
Violation of fish and game law	1	Discharged.
Violation of liquor law:		
(a) Selling liquor without license.....	2	One fined \$25 and costs; 1 discharged.
(b) Selling liquor without giving bond.....	1	Acquitted.

ABSTRACTS OF REPORTS OF

DELTA COUNTY.

F. D. MEAD, *Prosecuting Attorney.*

Number of persons prosecuted, 58.

Charged with.	No.	The Result and the Punishment.
Assault.....	1	Convicted and fined \$100 and costs.
Assault and battery	5	One sentenced to State House of correction 90 days; 1 fined \$9 and costs; 1 fined \$10 and costs; 2 acquitted.
Assault with intent to kill and murder.....	2	One found guilty of simple assault and fined \$100 and costs; 1 <i>nolle pros'd.</i>
Assault with intent to rob.....	4	Two convicted and sent to the State Prison 10 years each; 1 pending; 1 discharged.
Assault with intent to do great bodily harm....	1	Discharged.
Bastardy.....	1	Dismissed.
Burglary.....	5	One sent to State Prison 5 years; 4 acquitted.
Carrying concealed weapons.....	1	Fined \$25 and costs.
Having in possession implements of burglary with intent to use.....	2	Convicted and sent to State Prison 8 years each.
Keeping house of ill-fame.....	9	Four convicted, sent to Detroit House of Correction 1 year each; 3 sent to State House of Correction 1 year each; 2 discharged.
Larceny.....	4	Three sent to State House of Correction 90 days each; 1 discharged.
Larceny from the person.....	5	Two sentenced to State House of Correction—1 for 3½ years; 1 for 1 year; 1 <i>nolle pros'd.</i> ; 2 escaped.
Manslaughter.....	1	Acquitted.
Murder.....	2	One convicted and sent to State Prison 13 years; 1 <i>nolle pros'd.</i>
Violation of game law.....	5	Convicted, 3 fined \$5 each and costs; 2 fined \$10 each and costs.
Violation of fish law.....	2	Fined \$10 and costs each.
<i>Violation of liquor law:</i>		
(a) Keeping saloon open after hours.....	1	Pending.
(b) Selling liquor without license.....	6	Pending.
(c) Selling liquor to drunkards.....	1	Pending.

EATON COUNTY.

J. M. C. SMITH, *Prosecuting Attorney.*

Number of persons prosecuted, 115.

Charged with.	No.	The Result and the Punishment.
IN CIRCUIT COURT.		
Abduction.....	1	Pending.
Adultery.....	1	Convicted, sent to State Prison 1 year.
Assault and battery.....	3	Two convicted and fined, 1 \$100 and 1 \$20 and costs; 1 discontinued.
Bastardy	2	One required to give bond for support of child until 14 years of age; 1 pending.
Burglary.....	2	One sentenced to State Prison for 8 years; 1 sentenced to State House of Correction 6 months.
False pretenses	3	Pending.
Fraudulent insurance.....	1	Pending.
Indigent insane.....	1	Sent to asylum—proceedings had in circuit court, determining him a State charge.
Larceny	3	One sentenced to State Prison, 1 year; 1 pending; 1 acquitted.
Liquor law, violation of.....	2	One judgment of justice set aside; 1 appealed and pending.
Murder	3	One sent to State Prison 12 years; 1 pending; 1 acquitted.
IN JUSTICE COURT.		
Assault and battery	28	Twenty convicted, as follows: 1 fined \$50; 1 fined \$25; 1 fined \$20; 1 fined \$13.31; 1 fined \$12; 3 each \$10; 1 fined \$8; 7 each \$5; 1 fined \$3 and costs; 1 fined \$10; 1 sent to State House of Correction 90 days; 1 sent to jail 30 days; 1 sent to jail 20 days; 4 dismissed; 1 jury disagreed; 3 acquitted.
Concealing stolen property.....	1	Dismissed.
Defrauding hotel keeper.....	5	Convicted; 1 sent to jail 30 days; 1 sent to jail 15 days; 2 sent to jail 20 days each; 1 fined \$10.
Disorderly.....	6	Convicted; 1 fined \$15; 2 fined \$5 each; 1 sent to jail 5 days; 1 juvenile sent to Reform School; 1 discontinued.
Disturbing schools.....	2	One fined \$10; 1 fined \$5.
Disturbing religious meetings.....	6	Four convicted; 1 sent to jail 30 days; 2 fined \$10 each; 1 fined \$2.50; 1 discontinued; 1 acquitted.
Drunkenness	32	All convicted; 25 fined \$10 and \$4.50 costs each; 1 fined \$10; 1 sent to jail 30 days; 2 sent to jail 15 days each; 3 sentence suspended.
Fraudulent disposal of chattel mortgaged property.....	1	Acquitted.
Incest.....	1	Dismissed.

ABSTRACTS OF REPORTS OF
EATON COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Jumping on railroad train in motion.....	1	Sent to jail 80 days.
Larceny.....	18	Nine convicted; 3 sent to State House of Correction 90 days; 2 sent to Reform School; 1 fined \$30 and 60 days in jail; 1 fined \$15 or 30 days in jail; 2 sent to jail 60 days; 3 acquitted; 1 discontinued.
Malicious injury to personal property.....	1	Sent to jail 80 days.
Slander.....	2	One fined \$5; 1 dismissed.
Threats to do personal injury.....	1	Dismissed.
Vagrancy.....	9	Convicted; 8 sent to jail 60 days; 1 sent to jail 80 days.
Violation of liquor law.....	6	Convicted; 1 fined \$75 and 20 days in jail; 1 sent to jail 80 days; 2 fined \$30 each; 1 fined \$60; 1 fined \$35.

EMMET COUNTY.

MILTON W. GEORGE, *Prosecuting Attorney.*

Number of persons prosecuted, 28.

Charged with.	No.	The Result and Punishment.
Adultery.....	1	Pending.
Assault and battery.....	11	Eight convicted, 1 being fined \$40 and costs; 1 fined \$20 and costs; 1 fined \$10 and costs; 3 each \$5 and costs; 1 fined \$1 and costs; 1 sent to jail 10 days; 3 acquitted.
Bastardy.....	1	Pending.
Defrauding hotel keeper.....	1	Sent to jail 10 days.
Disorderly.....	2	One fined \$5 and costs; 1 discharged.
Larceny.....	4	Convicted; 1 fined \$1 and costs; 1 fined \$10 and costs; 1 sent to jail 20 days; 1 sentence suspended.
Maiming.....	1	Convicted and fined \$50.
Malicious injury to dwelling.....	1	Sent to jail 10 days.
Practicing medicine without registering.....	1	Fined \$10 and costs.
Truancy.....	1	Sentenced to Reform School.
Violation of liquor law:		
(a) Keeping saloon open on Sunday.....	1	Fined \$25 and costs.
(b) Selling liquor without paying tax.....	1	Convicted; fined \$18.55 and costs.

GENESEE COUNTY.

EDWARD S. LEE, *Prosecuting Attorney.*

Total number of persons prosecuted, 261; in Circuit Court, 44; in Justice Court, 217.

Charged with.	No.	The Result and the Punishment.
IN CIRCUIT COURT.		
Arson	1	Convicted and sent to State Prison for life.
Assault and battery (appeals)	3	Two pending; 1 convicted and fined \$31.00 and costs.
Assault with intent to rape	2	Convicted and sent to State House of Correction, 1 for 1 year; 1 for 5 years.
Assault with intent to do great bodily harm	1	Sentenced to State Prison 2 years.
Bastardy	1	Escaped.
Bigamy	2	One sent to State Prison 3 years; 1 fined \$50.
Burglary	3	Two convicted, of whom 1 was sent to State Prison 3 years and 6 months; 1 was sent to Reform School; 1 acquitted.
Embezzlement	1	Convicted and sent to State House of Correction 6 months.
Fraudulently obtaining signature	2	<i>Nolle pros'd.</i>
Keeping gaming room	2	Convicted, of whom 1 was fined \$25 and \$60 costs; 1 sentence suspended.
<i>Larceny:</i>		
(a) Of property exceeding \$25 in value	5	Three convicted, of whom 1 was sent to State Prison 2 years; 1 sent to State House of Correction 2 years and 4 months; 1 fined \$250; 1 <i>nolle pros'd</i> ; 1 forfeited recognizance.
(b) Of property not exceeding in value \$25	2	Convicted, of whom 1 was fined \$50; 1 fined \$21.70.
Larceny from the person	1	Convicted and sent to State Prison 3 years.
Leasing a building to be used as a house of ill-fame	1	Convicted and fined \$50.
Murder	2	One convicted and sent to State Prison for life; 1 pending.
Obtaining money by false pretenses	1	<i>Nolle pros'd.</i>
Obtaining signature to order by false pretenses	2	Pending.
Obtaining signature to note by false pretenses	2	One pending; 1 fined \$250.
Seduction	1	Pending.
Threats (appeal)	2	Convicted and fined \$10 each.
Uttering forged order	4	Two convicted, of whom 1 was sent to State Prison 5 years, and 1 sent to State House of Correction 2 years; 2 pending.
Violation of liquor law	2	One convicted and fined \$80; 1 pending.
Violation of election law	1	Convicted and fined \$63.20.

ABSTRACTS OF REPORTS OF
GENESEE COUNTY.—*Continued.*

Charged with.	No.	The Result and the Punishment.
IN JUSTICE COURT.		
Abduction.....	1	Discontinued.
Adultery.....	2	Discharged on examination.
Assault	1	Sent to State House of Correction 90 days.
Assault and battery.....	58	Forty-nine convicted, of whom 2 were sent to Reform School; 2 were sent to State House of Correction 90 days each; 6 were sent to Detroit House of Correction, 4 for 90 days each; 2 for 65 days each; 1 paid fine and costs of \$18; 1 of \$3; 1 of \$5; 1 of \$6; 1 of \$28; 1 of \$4; 1 of \$13; 3 of \$10 each; 2 of \$5 each; 1 of \$30; 2 of \$20 each; 1 of \$7.50; 1 of \$8; 1 of \$11.65; 1 of \$11.70; 1 of \$57.62; 1 of \$22; 1 of \$6; 1 of \$5.50; 3 of \$15 each; 1 of \$17.81; 1 of \$15.25; 1 of \$29.65; 2 of \$15.50 each; 1 of \$1.85; 1 of \$17.90; 1 of \$20; 1 of \$35; 1 of \$10; 1 of \$50; 2 sentence suspended; 9 discontinued.
Assault with intent to commit murder.....	1	Escaped.
Assault with intent to do great bodily harm....	1	Held for trial.
Assault with intent to rape.....	1	Discharged on examination.
Bastardy.....	2	One settled by marriage of parties; 1 pending.
Being intoxicated in a public place.....	2	Convicted and fined \$15 each.
Bigamy	3	Two held for trial; 1 discharged.
Burglary.....	3	Pending.
Criminal trespass.....	1	Discontinued.
Disorderly conduct	3	Two convicted and sent to jail 60 days each; 1 escaped.
<i>Disorderly persons:</i>		
(a) Common prostitute.....	10	Convicted, of whom 1 was sent to Industrial Home for Girls till 21 years of age; 5 sent to Detroit House of Correction, 2 for 90 days each; 2 for 65 days each; 1 for 75 days; 4 paid fines and costs; 2 of \$15 each; 1 of \$25; 1 of \$5.06.
(b) Drunkenness.....	5	Convicted, of whom 1 was sent to Detroit House of Correction 65 days; 2 paid fines and costs, 1 of \$7.50; 1 of \$11; 2 sentence suspended.
(c) Non-support.....	6	Convicted, 2 sent to jail 10 days each; 1 sent to Detroit House of Correction 90 days; 3 sentence suspended.
(d) Vagrants.....	14	Convicted, of whom 1 was sent to Detroit House of Correction 65 days; 2 sent to jail 60 days each; 11 sent to jail 10 days each.
Disposing of chattel mortgaged property.....	1	Convicted and paid fine and costs of \$10.
Disturbing religious meeting	4	Convicted, of whom 1 was fined \$20; 1 fined \$3; 1 fined \$17.50; 1 fined \$8.
Jumping on cars while in motion.....	1	Convicted and sent to Reform School.
False pretenses.....	5	Four held for trial; 1 discontinued.
Fraudulently procuring signature.....	3	Two held for trial; 1 discontinued.
Keeping gaming house.....	1	Held for trial.
Keeping house of ill-fame.....	2	Held for trial.

GENESEE COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
<i>Larceny :</i>		
(a) Exceeding \$25 in value.....	10	Three held for trial ; 7 discharged.
(b) Not exceeding \$25 in value.....	89	Twenty-eight convicted, of whom 9 were sent to Detroit House of Correction, 7 for 90 days each ; 1 for 70 days, and 1 for 65 days ; 1 sent to State House of Correction 90 days ; 1 sent to Reform School ; 1 sent to jail 30 days ; 9 paid fines and costs, 1 of \$20 ; 1 of \$21.20 ; 1 of \$18 ; 1 of \$9.05 ; 1 of \$10 ; 1 of \$21.48 ; 1 of \$10.85 ; 1 of \$35 ; 1 of \$12 ; 7 discontinued ; 4 acquitted ; 7 sentence suspended.
Larceny from the person.....	1	Held for trial.
Leasing building to be used as house of ill-fame.....	1	Held for trial.
Malicious injury to property.....	3	Two convicted, of whom 1 was fined \$25 ; 1 sent to State House of Correction 3 months ; 1 discharged.
Murder.....	2	Held for trial.
Poisoning cattle.....	1	Discharged.
Rape.....	1	Held for trial.
Slander.....	2	One acquitted ; 1 dismissed.
Surety to keep the peace.....	1	Bonds required.
Unlawfully unhitching horse.....	2	Convicted and sent to the Reform School.
<i>Violation of liquor law :</i>		
(a) Keeping bar open contrary to statute of 1887.....	1	Held for trial.
(b) Selling to minors.....	1	Fined \$31.50.
(c) Selling to a person in the habit of getting intoxicated.....	1	Convicted, sentence suspended.
(d) Keeping bar open holiday.....	1	Fined \$30.
Violation game law.....	19	Convicted, of whom 15 were fined \$7 each ; 1 fined \$4.50 ; 1 fined \$20 ; 1 fined \$5.70 ; 1 sentence suspended.

ABSTRACTS OF REPORTS OF

GLADWIN COUNTY.

CLARENCE H. PEARSON, *Prosecuting Attorney.*

Number of persons prosecuted, 28.

Charged with.	No.	The Result and the Punishment.
Assault and battery	10	All convicted, of whom 1 was sentenced to State House of Correction 90 days; 9 fined \$1 and costs each, or 10 days jail,
Assaulting an officer	1	Convicted of simple assault and fined \$20.
Carrying concealed weapon	2	One convicted and fined \$20 or 20 days jail; 1 acquitted.
Cruelty to animals	1	Fined \$3 and costs.
Disturbing public meeting	1	Acquitted.
Embezzlement	1	Pending.
Falsely personating an officer	1	Acquitted.
Keeping saloon open on Sunday	1	Dismissed after disagreement of jury.
Larceny	9	One pending; 8 convicted, of whom 4 were fined \$5 and costs each, 1 fined \$25, 2 fined \$10 and costs; 1 fined \$1.
Murder	1	<i>Nolle pros'd.</i>

GOGEBIC COUNTY.

CHAS. M. HOWELL, *Prosecuting Attorney.*

Number of persons prosecuted, 189.

Charged with.	No.	The Result and the Punishment.
Arson	2	Pending in Circuit Court.
Assault and battery	27	Eight convicted and fined \$5 each and costs; 3 \$10 and costs or 10 days in jail; 2 \$3 and costs or 20 days in jail; 1 \$3 and costs; 2 \$15 and costs or 20 days in jail; 2 \$10 and costs; 2 \$4 and costs; 2 \$2 and costs; 5 discharged.
Assault with intent to do great bodily harm, less than murder	4	One convicted and fined \$25 and costs; 3 discharged.
Assault with intent to kill and murder	7	One convicted and sentenced to imprisonment in State Prison at Jackson 6 years; 4 pending; 2 discharged.
Bastardy	2	Each one discharged, and married the respective plaintiffs.
Cruelty to animals—keeping fighting dogs	3	Each convicted and fined \$25 and costs.

GOGEBIC COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Drunk and disorderly.....	82	Sixty convicted—12 of whom were fined \$10 and costs; 10 \$5 and costs; 6 \$3 and costs; 5 \$4 and costs; 4 \$1 and costs; 6 \$10 and costs or 15 days in jail; 3 ten days in jail; 2 twenty days in jail; 3 fifteen days in jail; 1 sixty days in jail; 2 \$20 and costs; 2 \$15 and costs; 3 \$5 and costs or 15 days in jail; 2 \$15 and costs or 30 days in jail; 1 \$2 and costs; 21 discharged.
Embezzlement (really guilty of not turning over certain moneys belonging to the public, on which they claimed to have lien for services).....	2	Convicted and fined \$25 each and costs.
Forgery.....	2	One convicted and sentenced to 18 months in State Prison at Jackson; 1 in custody on requisition from Governor of Pennsylvania.
Gambling house—keeping of.....	5	Two convicted and fined \$20 and costs each; 1 pending; 2 discharged.
Game laws—violation of.....	2	Convicted and fined \$50 and costs each.
House of ill-fame—keeping of.....	3	One convicted and fined \$40 and costs; 2 escaped.
Indecent exposure.....	2	Convicted, 1 one year in county jail, 1 fined \$8 and costs.
Larceny from the person.....	3	One convicted and sent to State Prison at Jackson for 2 years; 2 escaped.
Larceny—simple.....	9	Three convicted, 1 fined \$50 and costs, or 60 days in jail; 1 \$20 or 30 days in jail; 1 \$20 and costs; 6 discharged.
Liquor law—violation of.....	14	Twelve convicted, 11 fined \$25 each and costs; 1 \$30 and costs; 2 discharged.
Malicious injury to personal property.....	3	One convicted and fined \$1 and costs; 2 acquitted.
Mayhem.....	2	Pending.
Obtaining money under false pretenses.....	4	Two convicted, 1 fined \$10 and costs; 1 find \$1 and costs; 2 discharged.
Peddling without license.....	1	Discharged.
Rape.....	1	Discharged.
Robbery.....	1	Pending.
Slander.....	1	Discharged.
Vagrancy.....	7	Four convicted, 3 sentenced to county jail 30 days each; 1 to county jail 15 days; 3 discharged.

GRAND TRAVERSE COUNTY.

THOMAS W. BROWNE, *Prosecuting Attorney.*

Number of persons prosecuted, 23.

Charged with.	No.	The Result and the Punishment.
Arson.....	1	Acquitted.
Assault and battery	9	Five convicted, 2 being each fined \$5 and costs, 1 being fined \$7 and costs, 1 being fined \$8 and costs, and 1 being fined \$10 and costs; 1 acquitted; 1 case settled; and 2 discontinued.
Burglary.....	3	Convicted, 2 being sent to State House of Correction, 1 for 1 year, and 1 for 6 months; in 1 case sentence suspended.
Concealing death of infant.....	1	Case discontinued.
Carrying concealed weapons, viz: revolver....	1	Convicted and fined \$3 and costs.
Forgery.....	1	Convicted and fined \$70.
Fish and game law—violation of, viz: catching trout illegally	1	Attended case and adjourned same. State Warden tried case and directed justice to acquit the accused for want of proof.
House of ill-fame—keeping same.....	1	Preliminary examination had, and accused bound over to Circuit Court for trial.
Inquests in cases of suspected crime.....	2	Nothing of a criminal nature developed.
Larceny.....	4	Three convicted, 1 being sent to State House of Correction for 90 days; 1 to the county jail for 40 days, and 1 being fined \$1 and costs; 1 discharged.
Liquor law, violation of, viz: sale of liquor without paying tax	3	One preliminary examination had, and accused bound over to Circuit Court for trial; 1 Prosecuting Attorney directed jury to acquit accused for want of proof; 1 discontinued.
Wheel of fortune—running same.....	2	Convicted, 1 being fined \$5 and costs, and 1 being sent to county jail for 10 days.

GRATIOT COUNTY.

BYRON H. SAWYER, *Prosecuting Attorney.*

Number of persons prosecuted, 115.

Charged with.	No.	The Result and the Punishment.
Aiding prisoner to escape.....	1	Pending.
Arson	1	Discharged.
Assault and battery.....	27	Fifteen convicted, of whom 1 paid fine of \$8; 2 of \$20 each; 1 of \$39.55; 2 of \$5; 1 of \$12.75; 1 of \$2.80; 1 of \$10.85; 1 of \$18; 2 pending on appeal, having been fined in lower court, \$38 and \$36 respectively; 2 committed to jail; 1 sentence suspended; 3 acquitted; 2 under the age of 16 remanded back to parents; 8 dismissed before trial.
Assault with intent to do great bodily harm....	2	One convicted of assault and battery and paid fine of \$60; 1 pending.
Assault with intent to murder.....	1	Convicted and sent to State Prison 5 years.
Assault with intent to commit rape.....	1	Pending.
Burglary.....	6	Two sentenced to State Prison 1 year each; 2 pending; 2 acquitted.
Cruelty to animals.....	1	Convicted and fined \$1 and costs.
Disposing of chattel mortgage property.....	2	One sent to jail 60 days; 1 settled.
Disturbing religious meeting.....	9	Four convicted, of whom 1 paid fine of \$10 and costs; 1 of \$5 and costs; 1 of \$3 and costs; 3 acquitted; 2 dismissed.
Drunk and disorderly	10	Eight convicted of whom 1 paid fine of \$2 and costs; 1 of \$5 and costs; 4 of \$10 each and costs; 1 sent to jail 30 days; 1 sentence suspended; 2 dismissed.
Embezzlement	2	One sentenced to State House of Correction 1 year; 1 pending.
Exciting disturbance in public tavern.....	2	Dismissed on examination.
False pretenses.....	3	One acquitted; 2 dismissed.
Forgery.....	3	One sentenced to State Prison 3 years; 1 dismissed; 1 escaped, forfeited bail.
Going armed with concealed weapon.....	1	Sentenced to jail 90 days.
Keeping house of ill-fame.....	1	Pending.
Larceny—simple	19	Convicted, 13, of whom 1 was sent to State House of Correction 90 days; 3 sentenced to Reform School; 3 sent to jail 30 days each; 3 each 45 days; 1 fined \$3.85; 1 fined \$8; 1 fined \$17; 1 fined \$52, appealed; 1 fined \$1; 1 acquitted; 2 settled; 1 <i>nolle pros'd.</i>
Larceny from the person.....	2	One acquitted; 1 <i>nolle pros'd.</i>
Lascivious cohabitation.....	2	Escaped.
Malicious killing animals.....	1	Sentenced to State Prison 3 years.
Malicious injury to building.....	6	Three convicted, of whom 1 paid fine of \$7; 2 each \$18; 3 acquitted.
Receiving stolen property.....	1	Discharged on examination.
Slander	4	One convicted and appealed; 1 jury disagreed; 2 dismissed before trial.

ABSTRACTS OF REPORTS OF
GRATIOT COUNTY.—Continued.

Charged with.	No	The Result and the Punishment.
<i>Violating liquor law:</i>		
(a) Selling liquor without license.....	4	One acquitted; 2 convicted and appealed; 1 pending.
(b) Selling liquor to minors.....	2	One fined \$20; 1 pending.
Willfully cutting timber.....	1	Dismissed on examination.

HILLSDALE COUNTY.

CHARLES A. SHEPARD, Prosecuting Attorney.

Number of persons prosecuted, 200.

Charged with.	No.	The Result and Punishment.
Adultery.....	8	One convicted and sentenced to State Prison at Jackson 2 years and 6 months; 1 sentenced to county jail 6 months; 1 convicted and sentence delayed on account of defendant's illness.
Assault and battery.....	60	Four convicted and sentenced to State House of Correction for 90 days; 1 sent to jail 30 days; 1 fined \$15 and costs; 6 fined \$10 and costs; 3 sentenced to jail 10 days; 1 fined \$75 and costs; one fined \$50 and costs; 1 fined \$25 and costs; 5 fined \$5 and costs; 1 sent to jail 15 days; 1 sent to Reform School until 18 years of age; 1 fined 1 cent and costs; 8 fined \$3 and costs; 11 fined \$1 and costs; 3 fined \$3 and costs; 1 fined \$20 and costs; 2 <i>nolle pros'd</i> ; 1 absconded before arrest; 5 acquitted; 1 acquitted with security for costs; 3 discontinued by Prosecuting Attorney; 2 discontinued on failure of complaining witness to appear; 2 complaint withdrawn and costs paid.
Attempting a rescue.....	1	Convicted and fined \$2 and costs.
Bastardy	2	One discontinued by Prosecuting Attorney; 1 discontinued and parties married.
Breaking into dwelling house.....	2	Convicted and sentenced to Reform School at Lansing until 17 years of age.
Burglary.....	2	One escaped from officer; 1 sentenced to State Prison 5 years.
Carrying dangerous weapons concealed.....	1	Convicted and fined \$3 and costs.
Cruelty to animals.....	1	Discharged for lack of evidence.
Disorderly persons.....	10	One convicted and sentenced to jail 90 days; 1 fined \$15 and costs; 1 sentenced to 60 days in jail; 2 sentenced to 20 days in jail; 3 sentenced to 10 days in jail; 1 convicted and appealed; 1 dismissed on motion of Prosecuting Attorney; 1 acquitted.
Disturbing a meeting.....	1	Convicted and fined \$20 and costs, or 30 days in jail, paid fine and costs.

HILLSDALE COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Drunkenness	40	Eleven convicted and sentenced to 20 days in jail; 2 sent to jail 30 days; 4 sentenced to 15 days in jail; 9 sentenced to 10 days in jail; 1 sent to jail 5 days; 2 fined \$4 and costs; 2 fined \$5 and costs; 1 fined \$3 and costs; 4 fined \$1 and costs; 2 convicted and sentence suspended by justice; 1 the justice died before sentence; 1 discontinued by Prosecuting Attorney.
Embezzlement	1	Turned over to Jackson county for lack of jurisdiction.
False pretenses.....	2	One bound over and pending in Circuit Court; one complaint withdrawn and costs paid.
Furnishing liquor to persons in the habit of drunkenness.....	1	Convicted and sentenced to 35 days in jail.
Indecent exposure of person.....	1	Convicted and sent to jail 20 days.
Keeping saloon open on legal holiday	1	Convicted and fined \$25 and costs.
Keeping house of prostitution.....	3	One convicted and sent to House of Correction 90 days; 1 bound over and pending in Circuit Court; 1 sent to Detroit House of Correction 18 months.
Larceny.....	39	Eleven convicted and sent to Reform School at Lansing; 4 sent to State House of Correction, 1 for 6 months, and 3 for 90 days; 6 sent to jail 30 days; 1 sent to jail 60 days; 1 sent to jail 20 days; 4 fined \$1 and costs, or 10 days in jail; 1 fined \$3 and costs; 1 sent to Detroit House of Correction 65 days; 2 fined 50 cents each and costs; 2 bound over and pending in the Circuit Court, 1 for grand larceny, and the other for petit larceny; 2 sentence suspended by justice; 1 taken to Indiana on requisition during examination; 1 the justice died before sentence; 1 discharged and costs paid; 1 acquitted.
Malicious trespass	3	Convicted and fined \$3 and costs.
Malicious injury to building.....	2	Convicted and appealed, still pending.
Malicious injury to personal property.....	1	Convicted and sent to Detroit House of Correction 60 days.
Rape on female under 14.....	2	Bound over, and pending in Circuit Court.
Running away from board bill.....	1	Discontinued.
Search warrant.....	2	Property found.
Selling unwholesome provisions.....	1	Convicted and sent to jail 30 days.
Selling liquor at retail without giving bond.....	4	Two convicted and fined \$25 and costs; 1 discharged in Circuit Court for defect in complaint; 1 discharged in justice court, and costs paid by complainant.
Selling spirituous liquors to minors.....	2	One absconded and could not be found; 1 discharged by the court.
Slander	1	Acquitted.
Sureties to keep the peace.....	4	One complaint withdrawn and costs paid; 2 acquitted; 1 unfinished at death of justice.
Uncoupling and detatching cars from railroad train.....	2	One bound over and pending in Circuit Court; 1 sent to State House of Correction for 8 years.
Vagrants	2	One convicted and sent to Detroit House of Correction 90 days; 1 acquitted.
Willful trespass.....	2	Acquitted.

ABSTRACTS OF REPORTS OF

HOUGHTON COUNTY.

THOMAS B. DUNSTON, *Prosecuting Attorney.*

Number of persons prosecuted, 178.

Charged with.	No.	The Result and the Punishment.
Assault with intent to do great bodily harm.....	5	One fined \$250; 1 sentence suspended; 2 found guilty of assault and battery and fined 1, \$50; 1, \$75; 1 continued.
Assault with intent to murder.....	3	One pending; 2 one year in State Prison.
Assault and battery.....	58	Forty-seven convicted: 5 fined \$1 costs; 15 fined \$5 or 10 days in jail and costs; 4 fined \$3 and costs; 18 fined \$10 and costs or 30 days; 3 fined \$25 and costs; 2 fined \$4 and costs; 1 fined \$30 and costs; 2 fined \$20 and costs; 1 fined \$2 and costs; 1 fined 5 cents and costs; 2 sentence suspended; 1 sentenced to 14 days in jail; 5 acquitted; 1 discharged; 2 settled.
Bastardy.....	4	One convicted and sentenced to pay \$15 down and \$5 per month; 1 pending.
Breaking railroad fence.....	1	Jury disagreed and defendant discharged.
Burning cordwood.....	1	Acquitted.
Concealing death of bastard.....	2	One pending; 1 sentenced to 3 months in county jail.
Cruelty to horses.....	1	Fined \$20 and costs or 30 days in jail.
Disorderly persons.....	11	One convicted and fined \$25 or sentenced to 30 days in jail; 5 sentenced to pay fine of \$25 or 60 days in House of Correction; 3 guilty, sentence suspended; 1 sentenced to pay fine of \$25 or 90 days in House of Correction; 1 not guilty; 1 fined \$15.
Embezzlement.....	1	Settled.
Gambling.....	1	Pleaded guilty, fined \$5 and costs.
Forgery.....	1	Jury found not guilty.
Larceny, simple.....	23	One convicted and sentenced to Industrial Home until she reaches 21 years; 2 committed to Reform School until 18 years of age; 2 convicted and sentenced to 10 days in jail; 1 convicted and sentenced to 60 days in jail; 1 fined \$3 and costs; 1 not guilty; 11 pleaded guilty, sentence suspended; 2 fined \$10 or 20 days in jail; 1 fined \$25 and costs; 1 fined \$5 and costs.
Larceny, compound.....	1	Pending.
Violation of liquor law.....	54	Twenty-eight discontinued by complainant; 3 jury disagreed; 3 found not guilty; 5 pending; 9 fined \$25 and costs; 1 fined \$50 and costs and 10 days in jail; 1 fined \$25 and costs and 10 days in jail; 2 fined \$75 and costs or 90 days in jail; 2 fined \$50 and costs or 90 days in jail.
Malicious injury to fruit trees.....	3	Pleaded guilty, sentence suspended.
Malicious injury to dwelling house.....	1	Convicted and fined \$5 and costs.
Slander.....	1	Convicted and fined \$5 and costs.
Trespass.....	1	Convicted and fined \$5 and costs.

HURON COUNTY.

W. T. BOPE, *Prosecuting Attorney.*

Number of persons prosecuted, 48.

Charged with.	No.	The Result and the Punishment.
Arson.....	1	Acquitted.
Assault and battery	21	Eight convicted and fined \$5 and costs or 10 days in jail; 2 convicted and fined \$3 and costs or 10 day in jail; 1 convicted and fined \$1 and costs; 1 convicted and fined \$20 and costs or 30 days in jail; 1 convicted and fined \$25 and costs or 20 days in jail; 1 convicted and fined \$10 and costs or 20 days in jail; 3 discharged; 4 acquitted.
Assault with intent to ravish	1	Convicted of assault and battery and fined \$50 or 60 days in jail.
Bastardy.....	1	Pending.
Concealing felony.....	1	Pending.
Disorderly person.....	1	Convicted and sentenced to 30 days in jail.
Embezzlement	1	Pending.
Forgery.....	1	Convicted, sentenced to State Prison 3 years.
Indecent assault.....	1	Convicted and fined \$50 and costs or 60 days in jail.
Kidnapping.....	1	Discharged.
Larceny.....	6	One convicted, sentenced House of Correction for 2 years; 1 convicted, sent House of Correction 90 days; 2 convicted and sentenced to jail 20 days; 1 convicted, sentenced to jail 30 days; 1 acquitted.
Murder	2	One convicted and sentenced to State Prison for life; 1 acquitted.
Slander	4	Two convicted and fined \$10 and costs or 10 days in jail; 1 convicted and fined \$20 and costs; 1 acquitted.
Using profane language.....	2	Convicted, 1 fined \$1 and costs, and 1 fined \$3 and costs.
Violation of liquor law	3	One convicted and fined \$50 and costs or 60 days in jail; 1 convicted and fined \$25 and costs or 30 days in jail; 1 acquitted.
Violation of game law	1	Acquitted.

ABSTRACTS OF REPORTS OF

INGHAM COUNTY.

CHARLES F. HAMMOND, *Prosecuting Attorney.*

Number of persons prosecuted, 544.

Charged with.	No.	The Result and the Punishment.
Adultery	3	One <i>nolle pros'd</i> ; 2 discharged on examination.
Assault with intent to murder	2	One convicted of an assault and sentenced to 3 months at State House of Correction; 1 dismissed on examination.
Assault with intent to do great bodily harm....	2	One died before trial; 1 convicted of an assault and sentenced to 3 months at State House of Correction and Reformatory.
Assault and battery	91	Twenty-one dismissed; 8 acquitted; 12 fined \$5 or 30 days in jail; 10 fined \$5 or 10 days in jail; 6 fined \$10 or 30 days in jail; 12 fined \$10 or 10 days in jail; 1 fined \$20 or 30 days in jail; 1 fined \$15 or 15 days in jail; 1 fined \$15; 8 fined costs; 1 fined \$10 or 90 days in Detroit House of Correction; 2 fined \$25 or 90 days in Detroit House of Correction; 1 fined \$5 or 90 days in Detroit House of Correction; 1 fined \$50 or 90 days in Detroit House of Correction; 1 fined \$10 or 60 days in jail; 1 fined \$30 or 60 days in jail; 1 fined \$20 or 60 days in jail; 1 fined \$15 or 30 days in jail; 2 fined \$5; 1 fined \$17 or 13 days in jail; 1 fined \$15 or 30 days in jail; 1 discharged; 1 settled; 1 sentence suspended.
Assault with intent to ravish	1	Convicted of an assault and sentenced to 3 months at Ionia Reformatory.
Attempt to commit burglary	1	Sentenced to Ionia Reformatory 1 year and 3 months.
Bastardy	3	One pending; 1 escaped before trial; 1 dismissed.
Bigamy	1	Sentenced to 18 months at Ionia Reformatory.
Burglary	8	Two pending; 1 <i>nolle pros'd</i> ; 1 sentenced to State Prison 2 years and 6 months; 1 sentenced to State Prison 2 years; 1 sentenced to Ionia Reformatory 1 year; 1 sentenced to State Prison 1 year; 1 sentenced to State Prison 3 years.
Common prostitute	4	One dismissed; 3 sentenced to Industrial Home for Girls at Adrian.
Cruelty to animals	1	Acquitted.
Cutting tree in highway	1	Acquitted.
Defrauding hotel-keeper	2	One settled; 1 <i>nolle pros'd</i> .
Disturbing religious meeting	7	One fined \$5 or 20 days in jail; 2 fined \$5 or 60 days in jail; 1 fined \$5 or 90 days at Ionia Reformatory; 1 fined \$5 or 90 days at Detroit House of Correction; 1 acquitted; 1 fined \$5 and costs or 30 days in jail.
Drunk and disorderly	316	Eight acquitted; 45 sentence suspended; 119 fined \$5 or 10 days in jail; 64 fined \$10 or 10 days in jail; 34 fined \$5 or 5 days in jail; 5 fined \$5 or 15 days in jail; 4 fined \$10 or 25 days in jail; 6 fined \$5 or 20 days in jail; 13 fined \$10 or 90 days in Detroit House of Correction; 4 fined \$20 or 65 days at Detroit House of Correction; 9 fined \$10 or 65 days at Detroit House of Correction; 4 fined \$25 or 70 days at Detroit House of Correction; 1 fined \$25 or 90 days at Detroit House of Correction.

INGHAM COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Disorderly in not supporting families.....	3	One settled; 1 gave bonds for support; 1 fined \$5 or 90 days at Detroit House of Correction.
Embezzlement.....	4	Two pending; 1 fined \$25 or 90 days at Ionia Reformatory; 1 fined \$30 or 30 days in jail.
False pretenses.....	6	Two pending; 4 discharged on examination.
Indecent exposure of person.....	1	Discharged.
Inquests.....	2	
Keeping house of ill-fame.....	7	Five discharged on promise to leave county; 1 escaped before trial; 1 pending.
Larceny.....	56	Fifteen discharged; 4 acquitted; 10 sentence suspended; 8 (juvenile offenders) sentenced to Reform School at Lansing; 3 sentenced to 90 days at Ionia Reformatory; 3 fined \$5 or 10 days in jail; 4 fined \$10 or 10 days in jail; 3 sentenced to 65 days at Detroit House of Correction; 1 sentenced to 90 days at Detroit House of Correction; 2 <i>nolle pros'd</i> ; 1 fined \$20 or 90 days at Detroit House of Correction; 1 fined \$37 or 30 days in jail; 1 sentenced to 4 years at State Prison; 1 sentenced to 1 year at Ionia Reformatory.
Malicious injury to personal property.....	4	One fined \$10 or 30 days in jail; 1 fined \$10 or 60 days in jail; 1 fined costs or 20 days in jail; 1 discharged.
Malicious injury to dwelling.....	1	Discharged.
Nuisance.....	1	<i>Nolle pros'd</i> .
Rape.....	2	Discharged on examination.
Robbery.....	1	Pending.
Resisting officer.....	1	Acquitted.
Seduction.....	2	Discharged on examination.
Slander.....	2	One <i>nolle pros'd</i> ; 1 fined \$10 or 30 days in jail.
Surety of the peace.....	2	Fined costs in each case and furnished bonds.
Uttering forged note.....	1	<i>Nolle pros'd</i> .
Violation of liquor law:		
(a) Selling liquor to habitual drunkard.....	1	Jury disagreed and case <i>nolle pros'd</i> .
(b) Keeping open saloon after 10 o'clock.....	2	One fined \$25 or 30 days in jail; 1 paid costs.

ABSTRACTS OF REPORTS OF

IONIA COUNTY.

A. A. ELLIS, *Prosecuting Attorney.*

Number of persons prosecuted, 485.

Charged with.	No.	The Result and the Punishment.
Adultery.....	2	Discharged on examination.
Assault and battery	26	One convicted and sent to State House of Correction for 90 days; 1 sent jail 60 days; 2 jail 15 days each; 1 jail 10 days; 2 fined \$10 each; 1 fined \$100 and costs; 3 each fined \$1 and costs; 1 fined \$10 and costs; 2 paid costs; 1 sentence suspended; 8 discharged; 3 acquitted.
Assaulting an officer.....	1	Discharged.
Assault with intent to do great bodily harm....	1	Pending.
Assault with intent to kill and murder	1	Discharged upon examination.
Attempt at jail breaking	1	Discharged.
Bastardy.....	1	Pending.
Bigamy	1	Discharged upon examination.
Breach of the peace.....	1	Entered into bonds to keep the peace.
Burglary	10	Three convicted and sent to State House of Correction, 1 for 2 years, 2 for 100 days each; 1 sent to Reform School for 3 years; 1 acquitted; 5 discharged.
Carrying concealed weapons.....	1	Discharged.
Defrauding hotel keeper.....	3	One convicted and sentenced to pay a fine of 25 cents and costs; 2 warrant not served.
Disorderly	827	Three acquitted; 1 sent jail 75 days; 9 jail 60 days; 11 jail 30 days; 1 jail 25 days; 23 jail 20 days; 1 jail 16 days; 18 jail 15 days; 2 jail 12 days; 69 jail 10 days; 5 jail 8 days; 6 jail 7 days; 10 jail 6 days; 72 jail 5 days; 5 jail 4 days; 14 jail 3 days; 1 jail 2 days; 1 fined \$15 and costs; 1 fined \$1 and costs; 1 fined \$50; 1 fined \$10; 1 fined \$5; 71 sentence suspended.
Drunkenness	23	All convicted. One sent jail 10 days; 2 jail 5 days each; 1 jail 4 days; 1 jail 20 days; 3 paid fine of \$1 each and costs; 6 let off on suspended sentence.
False pretenses.....	4	One convicted and sent to State House of Correction 5 years; 1 <i>nolle pros'd</i> ; 2 pending.
Fornication.....	1	Discharged on examination.
Indecent exposure	1	<i>Nolle pros'd</i> .
Keeping disorderly house	1	<i>Nolle pros'd</i> .
Larceny.....	51	Seven sentenced to State House of Correction, 1 for 5 years, 3 for 2 years each, 2 for 1½ years each, 1 for 90 days; 1 sentenced to Detroit House of Correction 3 months; 1 sentenced to State Prison 1½ years; 1 sent to Industrial Home for Girls; 2 sent to Reform School; 1 sent to jail 90 days; 3 jail 30 days each; 1 jail 60 days; 1 fined \$5 and costs; 3 fined \$10 each and costs; 1 fined \$25 and costs; 4 sentence suspended; 5 <i>nolle pros'd</i> ; 14 discharged; 3 pending; 3 acquitted.

IONIA COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Larceny from the person.....	1	Convicted and sent to State House of Correction 1½ years.
Larceny from dwelling house.....	8	One sentenced State House of Correction 2 years; 1 awaiting sentence; 1 discharged on examination.
Libel	8	One fined \$100 and costs; 2 acquitted.
Malicious trespass	1	Acquitted.
Malicious injury to person.....	8	One pending; 1 discharged.
Sabbath breaking.....	1	Acquitted.
Slander	1	Acquitted.
Threats	1	Dismissed.
Vagrancy.....	8	Sentenced to county jail, 1 for 8 days, 1 for 20 days, 1 for 8 days.
Violation of liquor law.....	5	Three fined \$25 each and costs; 1 <i>nolle pros'd</i> ; 1 acquitted.
Violation of game and fish law.....	8	Convicted—6 fined \$5 and costs each; 2 each \$10 and costs.

IOSCO COUNTY.

WILLIAM H. SIMPSON, *Prosecuting Attorney.*

Number of persons prosecuted, 65.

Charged with.	No.	The Result and the Punishment.
Assault with intent to do great bodily harm, less than the crime of murder.....	8	Two discharged; 1 convicted of a simple assault and fined \$25.
Assault with intent to commit the crime of murder.....	4	Three discharged; 1 convicted of a felonious assault and let out on his own recognizance by the circuit judge.
Assault and battery.....	12	Two were acquitted; 10 were convicted, of whom 8 were fined \$5 and costs, 1 was fined \$10 and costs, 2 were fined \$1 and costs, 3 were fined \$8 and costs, 1 fined \$20 and costs.
Burglary.....	4	One discharged; 3 convicted, 1 released on his own recognizance, and 2 sentenced to the Reform School for Boys until they are 17 years of age.
Cruelty to animals.....	1	One acquitted.
Disorderly persons.....	9	Two were fined \$15 each and costs; 2 pleaded guilty and sentence suspended by the court; 1 convicted, sentenced to pay fine of \$25 or 60 days in Detroit House of Correction; 1 convicted and sentenced to the Detroit House of Correction for 3 months; 1 was acquitted; 1 was fined \$50 and costs or 60 days at Detroit House of Correction; 1 fined \$50 and costs or 90 days at Detroit House of Correction.

ABSTRACTS OF REPORTS OF IOSCO COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Drunk and disorderly.....	7	All convicted, and 4 sentenced to pay a fine of \$5 each and costs, 2 sentenced to pay a fine of \$10 each and costs, and 1 sentence suspended.
Embezzlement	2	One discharged, and 1 convicted and sentenced to State Prison for 1 year.
Forgery	2	Both convicted and sentenced to the State Prison at Jackson, 1 for 1 year, and 1 for 2 years.
Game law violation	1	Tried and acquitted.
Larceny.....	4	Two acquitted; 1 pleaded guilty and was sentenced to pay a fine of \$5 and costs or 30 days in jail, and 1 was convicted and sentenced to the State House of Correction for 1 year.
Liquor law—violation of	5	Three were acquitted, and 2 convicted and sentenced to pay a fine of \$25 each and costs.
Murder	4	Two discharged; 1 acquitted, and 1 convicted of manslaughter and sentenced to State Prison for 5 years.
Peace—breach of	2	One acquitted, and 1 convicted and put under a recognizance to keep the peace.
Rape	1	Discharged.
Resisting an officer	1	Examined and discharged.
Slander	3	Two tried and acquitted; 1 convicted and fined \$8 and costs.

IRON COUNTY.

C. T. CRANDALL, *Prosecuting Attorney.*

Number of persons prosecuted, 49.

Charged with.	No.	The Result and the Punishment.
Assault and battery.....	20	All convicted; 10 fined \$1 each and costs; 6 fined \$5 each and costs; 4 fined \$20 each and costs.
Attempt to commit the crime of murder.....	1	Pending.
Attempt to do great bodily harm.....	6	Two acquitted; 2 sent to State House of Correction 6 months; 2 sent to jail 6 months.
Embezzlement	2	1 pleaded guilty; 1 jury disagreed—pending.
Keeping house of ill-fame.....	10	One sentenced to State House of Correction for 1 year; 7 sent to jail 1 year; 2 acquitted.
Larceny.....	4	All convicted and sent to jail 30 days.
Seduction.....	1	Discharged.
Selling liquors contrary to law.....	5	One sentenced to pay fine of \$100 and 10 days in jail; 2 fined \$25 each; 1 acquitted.

ISABELLA COUNTY.

WALTER S. WALKER, *Prosecuting Attorney.*

Number of persons prosecuted, 127.

Charged with.	No.	The Result and the Punishment.
Adultery.....	3	One <i>nolle pros'd</i> on written request of husband; 1 forfeited recognizance; 1 still pending.
Arson.....	1	Discharged on examination.
Assault and battery.....	26	Nineteen convicted: 2 sentenced to 90 days in Detroit House of Correction; 1 fined \$40 and costs or 60 days; 4 fined \$5 and costs or 10 days in jail; 3 fined \$10 and costs or 30 days in jail; 2 fined \$2 and costs or 10 days in jail; 3 fined \$1 and costs or 10 days in jail; 2 fined costs; 2 sentence suspended; 3 acquitted.
Attempt to commit rape.....	2	One sentenced to State House of Correction 3 years; 1 <i>nolle pros'd</i> .
Bastardy.....	1	Pending.
Cruelty to animals.....	3	One convicted and fined \$25 and costs; 1 forfeited recognizance; 1 settled.
Disturbing religious meeting.....	4	Two convicted and sentence suspended; 2 dismissed.
Disorderly persons.....	5	All convicted: 3 sentenced to the Detroit House of Correction 90 days each; 1 Detroit House of Correction 60 days; 1 county jail 10 days.
Disorderly, juvenile.....	1	Convicted and sentenced to Reform School until 18 years of age.
Drunk and disorderly.....	54	Eight sentence suspended; 16 fined \$1 and costs or 10 days in jail; 6 fined \$2 and costs or 10 days in jail; 5 fined \$5 and costs or 10 days in jail; 19 sentenced 10 days in jail.
Embezzlement of mortgaged property.....	2	One dismissed on irregular commitment; 1 convicted and sentenced \$100 or 90 days in jail.
Enticing away female under the age of 16 years for the purpose of concubinage.....	2	One <i>nolle pros'd</i> ; 1 forfeited recognizance.
Larceny.....	10	Six convicted and sentenced as follows, viz.: 1, \$1 and costs or 10 days in jail; 2, \$25 and costs or 90 days in jail; 1, \$50 and costs or 90 days in State House of Correction; 1, \$100 and costs or 90 days in State House of Correction; 1 fined costs; 2 <i>nolle pros'd</i> ; 1 escaped; 1 pending.
Larceny from dwelling in day-time.....	1	Convicted and sentenced 1 year at State House of Correction.
Liquor law, violation of.....	7	Four convicted and sentenced as follows, viz.: 1 fined \$25 and costs or 60 days in jail; 1 fined \$75 and costs or 90 days in jail; 1 fined \$75 and costs or 90 days in jail; 1 fined \$5 and costs or 10 days in jail; 1 acquitted; 1 jury disagreed and <i>nolle pros'd</i> ; 1 dismissed because witnesses of prosecution did not appear.
Malicious destruction of personal property.....	1	People's witness failed to appear and case dismissed.
Malicious destruction of fence.....	1	Pending.
Manslaughter.....	1	One year at State Prison.
Seduction.....	1	Still pending.
Willful trespass.....	1	Convicted and fined \$5 and costs.

JACKSON COUNTY.

EUGENE PRINGLE, *Prosecuting Attorney.*

Number of persons prosecuted, 478.

Charged with.	No.	The Result and the Punishment.
Adultery.....	2	Discharged on examination.
Aiding and assisting in keeping gaming rooms	1	Pending.
Arson.....	1	Acquitted.
Assault and battery	82	Six sent to State House of Correction 90 days; 1 sent to State House of Correction 65 days; 1 fined \$25 or State House of Correction 90 days; 1 fined \$10 or State House of Correction 65 days; 1 fined \$30 and costs; 1 fined \$25; 2 fined \$20; 2 fined \$15; 3 fined \$10; 5 fined \$5; 1 fined \$8 and costs; 2 fined \$3 and costs; 1 fined \$1; 2 fined costs; 1 fined \$30 or 60 days in jail; 2 fined \$20 or 30 days in jail; 1 fined \$10 and costs or 60 days in jail; 1 fined \$10 and costs or 20 days in jail; 1 fined \$10 or 20 days in jail; 1 fined \$10 or 15 days in jail; 1 fined \$7 or 30 days in jail; 1 fined \$6 or 12 days in jail; 2 fined \$5 or 15 days in jail; 1 fined \$3 or 10 days in jail; 2 sentence suspended; 1 recognizance forfeited; 16 discharged on payment of costs and complainant acknowledging satisfaction; 9 discharged by order of Prosecuting Attorney; 12 acquitted; 1 pending. Six of the above cases were appealed to the Circuit Court, and disposed of as follows: 1 bonds forfeited; 1 <i>nolle pros'd</i> ; 2 pending; 2 acquitted.
Assault with intent to do great bodily harm....	4	One discharged on examination; 2 pleaded guilty to simple assault; 1 acquitted.
Assault with intent to murder.....	2	One sent to State Prison for 5 years; 1 sent to State Prison for 3 years.
Assault with intent to rape.....	2	One pleaded guilty to simple assault; 1 pending.
Attempt to commit burglary.....	4	Two discharged on examination; 1 sent to State Prison 2 years; 1 convicted, granted new trial and <i>nolle pros'd</i> .
Attempt to commit larceny from person.....	2	One sent to State Prison 2 years and 6 months; 1 <i>nolle pros'd</i> .
Attempt to murder by poisoning.. ..	1	Acquitted.
Bastardy.....	7	Two settled between the parties; 1 discharged on examination; 1 complaint quashed; 3 pending.
Bigamy.....	2	One discharged on examination; 1 <i>nolle pros'd</i> on payment of costs.
Bribery	1	One <i>nolle pros'd</i> , new information filed, and acquitted.
Burglary (including statutory burglary).....	30	One sent to State Prison for 5 years; 1 sent to State Prison for 4 years; 1 sent to State Prison for 2 years and 6 months; 3 sent to State House of Correction for 2 years and 6 months; 1 sent to State House of Correction for 3 years; 1 sent to State House of Correction for 6 months; 3 discharged on examination; 2 examination pending; 1 <i>nolle pros'd</i> ; 3 acquitted; 13 pending, 3 of whom have been convicted of other offenses, and 5 of whom are boys under 14 years of age.

JACKSON COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Careless use of fire-arms.....	8	One discharged on being charged with higher offense; 2 discharged on payment of costs and complainant acknowledging satisfaction.
Carrying concealed weapons.....	1	Fined \$10.
Cruelty to animals.....	6	One fined \$42 and costs or 60 days in jail; 1 fined \$20 or 30 days in jail; 1 fined \$10 or 15 days in jail; 1 fined \$5; 2 acquitted.
Defrauding hotel.....	8	One fined \$25; 1 fined \$7 or 10 days in jail; 1 discharged on payment of costs and complainant acknowledging satisfaction.
Disturbing religious meeting.....	13	Eight fined \$5; 5 boys under 12 years of age, sentence suspended.
Disturbing school.....	2	Fined \$2.
<i>Disorderly persons:</i> (a) Common prostitutes	33	One sent to Detroit House of Correction 90 days; 2 sent to Detroit House of Correction 65 days; 1 fined \$50 and costs or 30 days in the Detroit House of Correction; 3 fined \$30 or 90 days in the Detroit House of Correction; 2 fined \$20 or 65 days in the Detroit House of Correction; 1 fined \$17 and costs or 90 days in the Detroit House of Correction; 3 fined \$15 or 65 days in the Detroit House of Correction; 1 fined \$10 or 65 days in Detroit House of Correction; 1 fined \$5 or 15 days in jail; 1 fined \$7; 9 fined \$5; 3 sentence suspended; 1 sent to Industrial Home for Girls at Adrian until 21 years of age; 2 discharged; 2 acquitted. Two of the above cases were appealed to the Circuit Court, and are pending.
(b) Common drunkards	18	Three sent to Detroit House of Correction 90 days; 5 sent to Detroit House of Correction 65 days; 1 fined \$45 and costs or 90 days in the Detroit House of Correction; 1 fined \$15 or 65 days in the Detroit House of Correction; 1 fined \$10 or 20 days in jail; 1 fined \$10; 1 fined costs; 2 paid costs and gave bonds for their good behavior; 2 discontinued; 1 sentence suspended. One of the above cases was appealed, and is pending in Circuit Court.
(c) Keepers of bawdy house	6	One fined \$50 and costs; 1 fined \$25; 1 fined \$20; 1 fined \$10; 1 fined \$10 and costs or 65 days in the Detroit House of Correction; 1 fined \$10 or 80 days in jail.
(d) Persons who resort thereto	1	Fined \$5.
(e) Failure to support family.....	7	One fined costs and 90 days in jail, in default of giving bonds; 2 gave bonds for good behavior; 1 discharged on payment of costs and complainant acknowledging satisfaction; 2 discharged by order of Prosecuting Attorney; 1 acquitted. One of the above cases was appealed to the Circuit Court and <i>nolle pros'd.</i>
(f) Vagrants.....	34	One sent to Detroit House of Correction 90 days; 1 sent to Detroit House of Correction 65 days; 1 sent to Reform School at Lansing until 18 years of age; 17 sent to jail, 1 for 60 days, 2 for 80 days, 5 for 20 days, 3 for 15 days, 5 for 10 days, 1 for 6 days; 2 fined \$10 or 15 days in jail; 2 fined \$10 or 10 days in jail; 1 fined \$5 or 15 days in jail; 1 fined \$5 or 10 days in jail; 1 fined \$5; 1 fined costs; 1 discharged; 2 sentence suspended; 3 left on their own recognizance.

**ABSTRACTS OF REPORTS OF
JACKSON COUNTY.—Continued.**

Charged with.	No.	The Result and the Punishment.
Embezzlement under \$25.....	5	One sent to State House of Correction 90 days; 1 fined \$25 or 90 days in the State House of Correction; 1 discharged on payment of costs and complainant acknowledging satisfaction; 2 pending. One of the above cases was appealed to the Circuit Court—convicted and fined \$25 and costs or 90 days in the State House of Correction.
Embezzlement over \$25.....	5	One sent to State Prison for 2 years; 1 fined \$15 and costs or 30 days in jail; 1 <i>nolle pros'd</i> ; 1 discharged on examination; 1 acquitted.
False pretenses.....	1	One sent to State Prison for 3 years.
Fraudulently disposing of chattel mortgaged property	1	Discharged by order of the prosecuting Attorney.
Gaming.....	1	Fined \$3.
Gross cheats at common law	4	Two discharged on examination; 2 pending.
Indecent exposure of person.....	1	Discharged on payment of costs.
Keeping gaming rooms.....	7	Two fined \$50 and costs or 30 days in jail; 3 discharged on payment of costs; 2 pending.
Keeping house of ill-fame (Circuit Court offense)	3	One recognizance forfeited; 2 pending, both being convicted of other offenses.
Larceny under \$25.....	75	Seventeen sent to State House of Correction 90 days; 1 sent to Reform School until 18 years of age; 1 sent to Reform School until 17 years of age; 1 fined \$25 or 90 days in the State House of Correction; 2 fined \$15 or 90 days in State House of Correction; 1 fined \$20 or 60 days in jail; 1 fined \$15 or 45 days in jail; 1 fined \$15 or 30 days in jail; 1 fined \$10 and costs or 30 days in jail; 2 fined \$10 or 20 days in jail; 1 fined \$10 or 15 days in jail; 1 fined \$10 or 10 days in jail; 1 fined 5 or 30 days in jail; 1 fined \$5 or 20 days in jail; 1 fined \$5 or 10 days in jail; 1 fined \$3.50 and costs or 20 days in jail; 1 fined \$3.50 or 10 days in jail; 3 sent to jail for 30 days; 3 sent to jail for 10 days; 1 fined \$3; 1 fined costs; 15 boys and girls let off on suspended sentence; 2 sentence suspended; 4 discharged by order of the Prosecuting Attorney; 5 discharged on payment of costs and complainant acknowledging satisfaction; 3 pending; 3 acquitted. One of the above cases was appealed to the Circuit Court, and is pending.
Larceny over \$25.....	14	Two sent to State House of Correction for 1 year and 6 months; 1 sent to State House of Correction for 3 years; two convicted of larceny under \$25, and sent to State House of Correction 90 days; 1 reasons for not filing information; 1 recognizance forfeited; 3 discharged on examination; 2 pending, 1 being convicted of another offense; 2 acquitted.
Larceny from shop, dwelling house etc.....	5	One sent to State House of Correction 2 years; 1 sent to State Prison for 6 months; 2 discharged on examination; 1 pending.
Larceny from the person.....	2	One pending, one being convicted of another offense.
Leaving dead animal unburied.....	1	Fined \$5 or 10 days in jail.
Libel	2	<i>Nolle pros'd</i> .
Maintaining nuisance.....	3	1 <i>Nolle pros'd</i> on payment of costs; 1 <i>nolle pros'd</i> after disagreement of jury; 1 acquitted.

JACKSON COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Malicious injury to personal property.....	3	One discharged ; 2 acquitted.
Malicious injury to real property.....	10	One sent to State House of Correction 90 days ; 1 fined costs or 15 days in jail ; 2 fined \$25 ; 6 discharged on payment of costs and complainant acknowledging satisfaction. One of the above cases was appealed to the Circuit Court and defendant acquitted.
Mayhem.....	2	One discharged on examination ; 1 acquitted.
Rape.....	1	Discharged because of non-appearance of complainant.
Slander.....	4	One fined \$5 or 20 days in jail ; 2 discharged on payment of costs and complainant acknowledging satisfaction ; 1 acquitted.
Threats.....	7	One required to give bonds for good behavior or 90 days in jail ; 3 gave bonds for good behavior ; 3 discharged. One of the above cases was appealed and is pending.
Truancy.....	1	Boy, suspended sentence.
Unlawfully unhitching and driving away horses.....	5	One sent to State Public School until 16 years of age ; fined \$25 or 90 days at the State House of Correction ; 3 boys discharged.
Violation of the fish law	4	One fined \$5 ; 3 fined \$10 or 20 days in jail. Three last appealed to the Circuit Court and pending.
Violation of the game law.....	10	Eight fined \$3 ; 1 discharged ; 1 acquitted.
Violating insurance laws.....	1	Discharged on payment of costs and complainant acknowledging satisfaction.
Violation of the liquor law.....	24	One fined \$35 or 60 days in jail ; 2 fined \$30 ; 11 fined \$25 and costs ; 6 discharged on payment of costs ; 2 discharged by order of the Prosecuting Attorney ; 1 convicted under the new law of 1887, and appealed to the Supreme Court ; 1 acquitted. One of the above cases was appealed to the Circuit Court—convicted, and defendant fined \$50 or 60 days in jail.
Willful trespass by entering garden, orchard, etc.....	3	The boys discharged on payment of costs and complainant acknowledging satisfaction.

ABSTRACTS OF REPORTS OF

KALAMAZOO COUNTY.

FRANK E. KNAPPEN, *Prosecuting Attorney.*

Number of persons prosecuted: Circuit-Court, 88; Recorder's Court, 392; Justice Court, 58; total, 483.

Charged with.	No.	The Result and the Punishment.
CIRCUIT COURT.		
Assault with intent to do great bodily harm.....	8	Two sentence suspended; 2 sentenced to State Prison 3 years each; 4 sent to State House of Correction, 3 for 8 months each, 1 for 1 year and 6 months.
Burglary.....	8	Convicted, of whom 1 was sent to State Prison for 4 years; 1 sent to State House of Correction 1½ years; 1 sent to Detroit House of Correction 2½ years.
Common drunkard.....	1	Recognizance given under new law of 1887.
False pretenses.....	1	Sentenced to State Prison for 2 years.
Keeping gaming room.....	1	Sentenced to State House of Correction for 3 months.
Larceny.....	9	Eight convicted, of whom 1 was sent to State Prison for 5 years, 2 sent to State House of Correction 8 months each, 3 sent to Detroit House of Correction, 1 for 8 months, 3 for 9 months each; 1 sent to jail 20 days; 1 acquitted; 1 sentence suspended.
Larceny from a dwelling house or store in the day-time.....	2	Both sent to State Prison, 1 for 3 years and 6 months, 1 for 6 months.
Larceny from the person.....	2	Sentenced to State Prison, 1 for 3 years, 1 for 8½ years.
Lewd and lascivious cohabitation.....	2	Acquitted.
Perjury.....	1	Acquitted.
Uttering forged paper.....	2	Sentenced to State House of Correction 6 months each.
Violation of liquor law.....	1	Judgment affirmed on certiorari, but reversed in Supreme Court.
RECORDER'S COURT.		
Adultery.....	1	<i>Nolle pros'd.</i>
Arson.....	1	Discharged on examination.
Assault and battery.....	99	Nine sentenced to State House of Correction 90 days each; 1 sent jail 60 days; 1 jail 20 days; 1 fined \$5; 10 paid costs; 8 fined \$5 and costs or 10 days in jail; 11 fined \$10 and costs or 20 days in jail; 19 acquitted; 3 discharged on promise to leave the city; 8 <i>nolle pros'd.</i> ; 7 sentence suspended; 7 satisfaction filed; 12 discharged.
Assault with intent to do great bodily harm.....	4	Three bound over for trial; 1 <i>nolle pros'd.</i>
Bastardy.....	3	One satisfaction filed; 2 bound over for trial.
Burglary.....	6	One returned to Reform School as incorrigible; 3 bound over to Circuit; 2 <i>nolle pros'd.</i>
Carrying concealed weapons.....	1	Sent to jail 30 days.
Compounding felony.....	1	Discharged on examination.

KALAMAZOO COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Cruelty to animals.....	2	One acquitted ; 1 sent to jail 30 days.
Disorderly.....	150	Thirteen pleaded not guilty and were discharged on promise to leave the city ; 43 were found guilty and discharged on promise to leave town ; 33 sent to jail 30 days each ; 2 jail 60 days each ; 1 jail 40 days ; 11 each 90 days jail ; 1 jail 10 days ; 1 jail 15 days ; 4 fined \$5 and costs each ; 4 fined \$15 each and costs ; 1 fined \$10 and costs ; 8 <i>nolle pros'd</i> ; 1 turned over to Superintendent of Poor ; 2 sentence suspended.
Disturbing religious meetings.....	7	One sent jail 30 days ; 2 paid costs ; 1 sentence suspended ; 3 discharged.
Drunk.....	16	One transferred to Superintendent of the Poor ; 3 discharged on promise to leave the city ; 5 sent jail, 2 for 10 days, 3 for 15 days ; 1 sentenced to pay costs ; 1 fined \$10 and costs ; 4 fined \$5 each and costs ; 1 sentence suspended.
Embezzlement.....	4	One <i>nolle pros'd</i> ; 3 discharged.
False pretenses.....	2	Bound over to Circuit Court.
Juvenile disorderly persons.....	5	Two sent to Industrial Home for Girls ; 2 sent to Reform School ; 1 <i>nolle pros'd</i> .
Keeping disorderly house.....	1	<i>Nolle pros'd</i> .
Keeping house of ill-fame.....	1	<i>Nolle pros'd</i> .
Keeping gaming room.....	2	Bound over to Circuit Court.
Larceny.....	39	Six sent to State House of Correction 90 days each ; 1 sent to Reform School until 18 years of age ; 7 sent to jail 30 days each ; 1 jail 10 days ; 1 jail 60 days ; 1 fined \$5 and costs ; 6 bound over to Circuit for trial ; 13 <i>nolle pros'd</i> ; 3 acquitted.
Larceny from dwelling house in day-time	2	Bound over to Circuit Court.
Larceny from store in day-time.....	2	Bound over to Circuit.
Larceny from person.....	1	<i>Nolle pros'd</i> .
Lascivious cohabitation.....	2	One discharged ; 1 bound over.
Malicious injury to property.....	13	One fined \$25 and costs ; 1 sent to jail 30 days ; 1 jail 10 days ; 1 sentence suspended ; 1 acquitted ; 2 discharged ; 7 <i>nolle pros'd</i> .
Manlaughter	2	One bound over for trial ; 1 <i>nolle pros'd</i> .
Perjury	2	Bound over for trial, 1 ; <i>nolle pros'd</i> , 1.
Robbery.....	3	Two bound over for trial ; 1 discharged.
Slander.....	1	<i>Nolle pros'd</i> .
Uttering forged paper.....	2	Bound over for trial.
Violating liquor law.....	17	One sent to State House of Correction 90 days ; 14 fined \$25 and costs each ; 2 <i>nolle pros'd</i> .
JUSTICE COURT.		
Assault and battery.....	25	One convicted and sent to State House of Correction 90 days ; 2 sent to jail 30 days each ; 1 fined \$17 ; 1 fined \$20 ; 1 fined \$5 ; 2 fined \$25 each ; 1 fined \$9 and costs ; 2 fined \$10 and costs ; 2 fined \$5 each ; 1 fined \$10 ; 2 acquitted ; 1 jury disagreed ; 6 discharged ; 4 <i>nolle pros'd</i> ; 3 settled.

**ABSTRACTS OF REPORTS OF
KALAMAZOO COUNTY.—Continued.**

Charged with.	No.	The Result and the Punishment.
Larceny.....	16	Seven convicted and sent to State House of Correction 90 days each; 1 fined \$12; 3 acquitted; 5 discharged.
Leaving dead animals within a mile of residence.....	2	One fined \$5; 1 discharged.
Slander.....	8	One discharged; 2 <i>nolle pros'd</i> .
Surety of the peace.....	6	Two gave bonds to keep the peace 6 months; 1 acquitted; 3 <i>nolle pros'd</i> .
Violation of fish and game laws.	8	One fined \$8; 2 discharged.
Violation of liquor law.	8	One fined \$25 and costs; 1 jury disagreed; 1 <i>nolle pros'd</i>

KALKASKA COUNTY.

WILLIAM D. TOTTEN, Prosecuting Attorney.

Number of persons prosecuted, 13.

Charged with.	No.	The Result and the Punishment.
Assault and battery.....	4	Three convicted: 1, a juvenile offender, sent to Reform School at Lansing to remain 2 years; 2 fined \$3 and costs; 1 not guilty.
Assault with intent to do great bodily harm less than the crime of murder.....	2	One convicted, fined \$100; 1 case now pending in Circuit Court—respondent bound over for trial.
Bastardy.....	1	Convicted and ordered to pay \$500 and give bond to the County Superintendents of Poor for maintenance of child.
Disorderly conduct and vagrancy.....	1	Convicted and fined \$10 and costs.
Larceny.....	2	One convicted and sentenced to 90 days in jail and \$30 fine; 1, a juvenile offender, sent to Reform School at Lansing to remain until 17 years of age.
Selling intoxicating liquors without bonds, as required by statute.	2	One convicted, fined \$25 and 10 days in jail; 1 convicted, fined \$100 and sentenced to 50 days in jail.
Selling intoxicating liquors to Indians.....	1	Convicted, fined \$2.10.

KENT COUNTY.

SAMUEL D. CLAY, *Prosecuting Attorney.*

Number of persons prosecuted, 354.

Charged with.	No.	The Result and the Punishment.
Adultery.....	6	Two discharged on examination; 2 <i>nolle pros'd</i> ; 2 pending.
Assault and battery.....	91	Two guilty, sentence suspended; 19 acquitted; 11 committed to jail 20 days; 1 committed jail 30 days; 5 committed jail 15 days; 3 committed 10 days; 6 <i>nolle pros'd</i> ; 7 fined \$5 and costs; 1 fined \$25 and costs; 13 fined \$1 and costs; 5 fined \$2 and costs; 3 fined 6 cents and costs; 9 fined \$7.50 and costs; 1 fined \$10 and costs; 3 fined \$21.50; 1 fined \$3.50 and costs.
Bastardy.....	2	One filed bond with county superintendent of poor for support of child; 1 committed to county jail in default of furnishing such bond.
Burglary.....	4	One discharged on examination; 1 sentenced to State House of Correction 2½ years; 1 sentenced to State House of Correction 3 years; 1 acquitted.
Burglary and larceny.....	3	Two sentenced to State Prison 2 years; 1 sentenced to State Prison 1 year.
Criminal assault.....	1	Guilty, sentenced to State Prison for 10 years.
Disorderly persons.....	45	One committed to jail 10 days; 1 committed to jail 20 days; 5 sentenced to State House of Correction, 1 for 4 months, 3 for 90 days, and 1 for 60 days; 1 sentenced to the Detroit House of Correction until 21 years of age; 23 acquitted; 7 <i>nolle pros'd</i> ; 1 dismissed; 4 fined \$10 and costs; 1 fined 6 cents and costs; 1 fined \$25 and costs.
Disposing of mortgaged property.....	2	One guilty under old law of misdemeanor, appealed to circuit court and before brought on for trial new law of 1887, making it a felony, went into effect, and case was dismissed; 1 not guilty.
Defrauding hotels.....	1	Committed to county jail for 10 days.
False pretenses.....	11	One sentenced to State House of Correction 90 days; 4 discharged on examination; 3 not guilty; 3 <i>nolle pros'd</i> .
Incest.....	2	Two sentenced to State Prison, 1 for 10 years, 1 for 5 years.
Illegal practice of medicine.....	1	Guilty in Circuit Court, but now pending in Supreme Court.
Keeping house of ill-fame.....	6	Two convicted and fined \$50 and costs; 1 convicted and fined \$25 and costs; 2 guilty under old law, appealed to Circuit Court, and before trial new law making it a felony went into effect and were then dismissed; 1 not guilty.
Larceny, simple.....	90	Eleven committed to jail, 9 for 30 days, 1 for 4 days, 1 for 1 day; 23 sentenced to State House of Correction, 19 for 90 days, 2 for 60 days, 1 for 6 months; 2 sentenced to Reform School at Lansing until 17 years old; 6 sentence suspended; 2 pending; 6 not guilty; 14 tried by court and acquitted; 17 <i>nolle pros'd</i> ; 1 died before trial; 7 guilty and fined \$10 and costs; 1 complaint withdrawn.

ABSTRACTS OF REPORTS OF

KENT COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Larceny, grand, more than \$25.....	11	Ten convicted and sent to State Prison, 7 for 8 years, 1 for 5 years, 2 for 1 year; 1 sentenced to State House of Correction for 2½ years.
Larceny from dwelling-house in day-time.....	8	All convicted and sentenced to State House of Correction, 1 for 8 years, 2 for 1 year each.
Manslaughter.....	1	Convicted, sentenced to State House of Correction 2 years.
Malicious slander.....	2	One <i>nolle pros'd</i> ; 1 not guilty.
Malicious injury to property.....	1	Not guilty.
Murder.....	2	One guilty, sentenced to State Prison 4 years; 1 not yet tried.
Rape.....	2	Convicted, both sentenced to State Prison for 10 years.
Resisting officer.....	1	Dismissed.
Receiving stolen goods.....	4	One discharged on examination; 1 not guilty; 2 <i>nolle pros'd</i> .
Seduction.....	1	Guilty, not yet sentenced.
Saloon open after hours.....	20	Six <i>nolle pros'd</i> ; 3 not guilty; 2 guilty and sentenced to county jail for 60 days; 17 guilty, 12 paid fine \$25 and costs, 2 paid fine \$50 and costs, 3 sentence suspended; 3 tried before court and acquitted.
Saloon open on Sunday.....	22	Three <i>nolle pros'd</i> ; 9 tried before court and acquitted; 9 guilty, 7 paid fine \$25 and costs, 2 paid fine \$50 and costs; 1 guilty, sentence suspended.
Selling liquor to minors.....	2	One pending; 1 not guilty.
Selling liquors on legal holiday.....	1	Not guilty.
Selling liquors without license.....	3	One <i>nolle pros'd</i> ; 1 not guilty; 1 guilty, paid fine \$75 and costs.
Truant laws.....	4	One discharged; 1 returned to his parents; 2 sentenced to Reform School, 1 until 16 years old, and 1 until 18 years old.

KEWEENAW COUNTY.

CHARLES D. HANCHETT, *Prosecuting Attorney.*

Number of persons prosecuted, 4.

Charged with.	No.	The Result and the Punishment.
Bastardy.....	1	Found guilty and ordered to pay \$5 per month.
Disturbing a graded school.....	1	Convicted and fined \$5 and costs.
Simple larceny.....	1	Convicted, sentenced to 20 days in county jail.
Threatening to leave wife and family a charge upon county.....	1	No cause of action.

LAKE COUNTY.

ALBERT J. CAMPBELL, *Prosecuting Attorney.*

Number of persons prosecuted, 48.

Charged with.	No.	The Result and the Punishment.
Adultery.....	1	Settled by parties.
Arson.....	1	Discharged.
Assault and battery.....	11	Nine convicted and fined as follows: 1, \$30; 1, \$25; 3, \$10 and costs; 2, \$1 and costs; 1, \$2 and costs; 1, \$5 and costs; 1 sent to county jail 30 days; 1 acquitted.
Assault with intent to kill.....	1	Discharged.
Burglary.....	2	Convicted of larceny, sent to State House of Correction 90 days each.
Bastardy.....	1	<i>Nolle pros'd.</i>
Defrauding inn-keeper.....	1	Sentenced to county jail 40 days.
Disorderly persons.....	7	Three sent to Detroit House of Correction for 90 days each; 1, 40 days county jail; 2 fined \$5 and costs; 1 fined \$3 costs.
Drunkenness.....	4	One sent county jail 30 days; 2, 20 days each, and 1 fined \$2 and costs.
Forgery.....	1	Sent to State House of Correction 90 days.
Keeping house of ill-fame.....	2	One sent to State House of Correction 1 year; 1 sentence suspended.
Larceny.....	4	One sent to State House of Correction for 90 days; 2 <i>nolle pros'd</i> ; 1 acquitted.
Robbery.....	1	Sent to State Prison for 5 years.
Slander.....	1	Convicted and fined \$10.
Violating game law.....	4	Three convicted and sent to county jail 30 days each; 1 acquitted.
Violating liquor law.....	6	Four convicted and fined as follows: 3, \$25 and costs; 1, \$50 and costs; 1 acquitted; 1 <i>nolle pros'd.</i>

ABSTRACTS OF REPORTS OF

LAPEER COUNTY.

FRANK MILLIS, *Prosecuting Attorney.*

Number of persons prosecuted, 198.

Charged with.	No.	The Result and the Punishment.
Adultery.....	2	Discharged upon examination.
Assault and battery.....	29	Three convicted and sent to State House of Correction for 90 days; 6 acquitted; 5 cases <i>nolle pros'd</i> ; 8 fined \$5 and costs or 20 days in county jail; 1 fined \$25 and costs or 90 days in county jail; 1 fined \$10 and costs or 20 days in county jail; 4 fined \$5 and costs; 1 fined \$3; 1 sentenced to county jail 10 days; 1 fined \$50 and costs or 90 days in State House of Correction; 1 fined \$10 and costs or 90 days in State House of Correction; 2 fined \$25 and costs or 90 days in State House of Correction.
Bastardy	3	Two married complaining witnesses; 1 case discontinued.
Burglary	1	Bound over to Circuit Court and case now pending.
Drunk and disorderly	84	Eight convicted and sent to county jail for 10 days; 7 fined \$10 and costs; 2 sent to county jail for 15 days; 5 fined \$5 and costs; 4 sent to county jail for 15 days; 4 sent to county jail 20 days; 2 acquitted; 2 sentence suspended.
Embezzlement	2	One acquitted; 1 <i>nolle pros'd</i> .
Failure to support family	2	Both put under bonds to provide for family.
Forgery.....	1	Acquitted.
False pretenses.....	1	Discharged for lack of jurisdiction to try case.
Juvenile disorderly.....	15	Eight convicted and sentenced to Industrial Home for Girls; 4 sent to Reform School; 3 sentence suspended.
Keeping gaming room.....	1	Convicted, sentenced to pay \$25 and costs.
Larceny.....	65	Twenty-nine sentenced to State House of Correction, 28 for 90 days each, 1 for 2 years, 1 for 6 months, and 1 for 1½ years; 1 sentenced to Detroit House of Correction 4 months; 2 sent to jail 10 days each; 8 each 20 days; 12 each 10 days; 6 fined \$5 and costs each; 1 fined \$20 and costs; 4 acquitted; 4 <i>nolle pros'd</i> ; 1 sentence suspended; 1 pending; 1 recognizance forfeited.
Lewd and lascivious cohabitation.....	2	Discharged upon examination.
Manslaughter.....	1	Discharged upon examination.
Malicious killing of domestic animals.....	1	Acquitted.
Prostitute.....	1	<i>Nolle pros'd</i> .
Slander	1	Pending.
Violation of game law.....	1	Acquitted.
Violation of liquor law.....	6	Two discharged upon examination; 1 fined \$25 and costs; 3 pending.
Vagrancy.....	29	Twenty-six sent to county jail for 10 days; 2 sent to county jail for 25 days; 1 sent to county jail 15 days.

LENAWEE COUNTY.

DAYTON B. MORGAN, *Prosecuting Attorney.*

Number of persons prosecuted, 226.

Charged with.	No.	The Result and the Punishment.
Abduction	2	Discharged on examination.
Adultery	2	Discharged on examination.
Arson	8	One sent to Detroit House of Correction 2 years; 2 discharged on examination.
Assault and battery	41	One fined \$100 and costs; 1 fined \$50 and costs; 8 fined \$10 and costs; 7 fined \$5 and costs; 1 fined \$4 and costs; 1 fined \$3 and costs; 4 fined \$1 and costs; 5 fined costs; 2 sent to Detroit House of Correction 90 days; 1 sent to county jail 60 days; 8 sent to county jail 20 days; 1 sent to county jail 15 days; 1 sentence suspended; 1 settled with complainant and paid costs; 2 discharged; 2 acquitted.
Assault with intent to do great bodily harm, less than murder	1	Pending.
Assault with intent to rob and steal	1	Convicted of assault and battery, sent to county jail 60 days.
Assault with intent to murder	1	Sent to State Prison 8 years.
Bastardy	6	Two paid costs and married complainants; 3 settled with superintendent of the poor; 1 discharged on examination.
Bigamy	2	One sent to State House of Correction 1 year; 1 sentence suspended.
Burglary	8	Two sentenced to State Prison 8 years; 1 sent to State House of Correction 1 year.
Common prostitutes	8	One sent to Industrial Home for Girls; 1 sent to county jail 10 days; 1 jury disagreed and case dismissed.
Carrying concealed weapons	1	Sent to county jail 80 days.
Cruelty to animals	1	Three fined \$1 and costs.
Defrauding hotel	6	Two sent to county jail 30 days; 1 sent to county jail 20 days; 2 fined \$1 and costs; 1 forfeited bail.
Disorderly	54	Eight sent to county jail 60 days; 3 sent jail 90 days; 1 jail 50 days; 1 jail 40 days; 1 jail 35 days; 7 jail 30 days; 1 jail 70 days; 2 jail 65 days; 1 jail 8 days; 1 jail 15 days; 3 jail 20 days; 7 jail 10 days; 3 sent to Detroit House of Correction 90 days; 2 sent to Detroit House of Correction 65 days; 2 fined \$5 and costs; 2 fined \$1 and costs; 1 fined \$10 and costs; 1 fined costs; 1 pending; 3 discharged; 3 sentence suspended.
Disturbing religious meeting	2	One fined \$3 and costs; 1 discharged.
Disturbing public meeting	5	Fined costs.
Drunk in public place	7	Two sent to county jail 20 days; 3 sent to county jail 10 days; 1 fined \$1 and costs; 1 sentence suspended.
Embezzlement	1	Forfeited recognizance.

ABSTRACTS OF REPORTS OF
LENAWEE COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment
Entering R.R. car with intent to obtain carriage	4	Discharged on examination.
False pretenses.....	4	One pending; 1 forfeited bail; 1 discharged on examination; 1 acquitted.
Forgery.....	2	One sent to State Prison 3 years; 1 fined \$2.
Gambling.....	1	Fined \$20 and costs.
Having in his possession mould pattern and tools with intent to employ the same in making counterfeit silver coin.....	1	Forfeited bail and is now a fugitive.
Having in his possession counterfeit silver coin with intent to pass the same as true.....	4	One pending; 1 forfeited bail and now a fugitive; 2 discharged on examination.
Horse stealing.....	1	Sent to State Prison 5 years.
Indecent exposure of person.....	2	One fined costs; 1 discharged.
Keeping house for resort of prostitutes.....	1	Fined \$25 and costs.
Larceny.....	22	One sent to State Prison 2 years; 1 sent to county jail 30 days; 1 sent to Reform School until 17 years old; 1 sent to county jail 90 days; 2 sent to county jail 10 days; 1 sent to State House of Correction 90 days; 1 sent to Detroit House of Correction 90 days; 1 sent to Industrial Home until 21 years old; 2 fined costs; 2 fined \$1 and costs; 3 sentence suspended; 3 discharged; 2 acquitted; 1 juvenile returned to parents under advice of agent of State Board of Charities (after conviction).
Larceny from person.....	2	One discharged on examination; 1 acquitted.
Lewd and lascivious cohabitation.....	4	Two (had two infants) married and discharged; 2 discharged on examination.
Malicious destruction of personal property.....	2	Acquitted.
Murder.....	1	First jury disagreed, and still pending.
Neglecting to bury dead animals.....	1	Fined \$5 and costs.
Rape.....	2	One sent to State Prison 5 years; 1 pending.
Resisting an officer.....	2	Pending.
Seduction.....	2	One discharged on examination; 1 married the girl and paid costs.
Slander.....	4	One fined \$40; 1 fined costs; 1 fined \$1 and costs; 1 discharged.
Tippler.....	1	Sent to county jail 45 days.
Vagrancy.....	18	Six sent to county jail 60 days; 1 sent to Industrial Home until 21 years old; 6 sentence suspended.
Violation of liquor law.....	9	One sent to county jail 30 days; 1 jury disagreed and discharged; 4 discharged; 3 acquitted.

LIVINGSTON COUNTY.

WILLIAM P. VAN WINKLE, *Prosecuting Attorney.*

Number of persons prosecuted, 167: in Supreme Court, 2; in Circuit Court, 20; in Justice Court, 85.

Charged with.	No.	The Result and the Punishment.
IN SUPREME COURT.		
Resisting an officer.....	2	One conviction affirmed and respondent sent to State House of Correction for 4 months; 1 pending.
IN CIRCUIT COURT.		
Assault and battery.....	1	<i>Nolle pros'd</i> on request of complaining witness, defendant paying \$27.75, costs of both courts.
Assault with intent to do great bodily harm....	1	Convicted of assault and battery, sent to State House of Correction for 90 days and fined \$100.
Bastardy.....	3	One <i>nolle pros'a</i> , respondent having settled with Superintendents of the Poor; 1 <i>nolle pros'd</i> , parties having married; 1 pending.
Forgery.....	1	Convicted, sent to State Prison at Jackson for 2 years.
Larceny from the person.....	1	Convicted and sent to State House of Correction at Ionia for 1 year.
Larceny from dwelling house in day-time.....	2	One convicted, and on his paying all costs, and entering into recognizance for his appearance, sentence was suspended, but now in jail awaiting sentence; 1 pending.
Manslaughter.....	1	Convicted, sent to State Prison for 5 years.
Resisting an officer.....	3	Two convicted, 1 appealed to Supreme Court, affirmed and sent to State House of Correction at Ionia for 4 months; 1 sent to State House of Correction at Ionia for 9 months, now pending in Supreme Court; 1 acquitted.
Setting fire to building with intent to cause to be burned.....	1	Pending.
Violation of Liquor Law :		
(a) Druggist selling as beverage.....	1	Convicted, fined \$100.
(b) Selling without filing bond.....	1	Convicted, fined \$98.17.
(c) Selling to person in habit of getting intoxicated.....	2	Pending.
Willfully obstructing the operation and business of railroad company.....	2	Reasons filed for not filing information.
IN JUSTICE COURT.		
Adultery.....	3	<i>Nolle pros'd</i> before examination on written request of complaining witness; all costs paid.
Assault with intent to commit rape.....	1	Settled, costs paid by respondent.
Assault with intent to do great bodily harm....	1	Bound over to Circuit Court.
Assault and battery.....	32	Twenty convicted: of whom 2 were sent to State House of Correction at Ionia for 90 days; 2 were sent to county jail, 1 for 20 days, 1 for 15 days; 1 was fined \$10 and \$79.80 costs; 1 was fined \$10 and \$19.20 costs; 1 was fined \$10 and \$37.50 costs; 2 fined \$5 and \$2.50 costs each; 1 fined \$5 and \$4.50 costs; 1 fined \$5 and \$2.70 costs; 1 fined \$5 and \$11 costs; 1 fined \$5 and \$1.50 costs; 1 fined \$5 and \$5 costs; 2 fined \$4

ABSTRACTS OF REPORTS OF
LIVINGSTON COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Assault and battery—Continued.....	-----	and \$2.50 costs each; 2 fined \$3 and \$2 costs each; 1 fined \$3 and \$3 costs; 1 fined \$1.50 and \$3.06 costs; 2 <i>nolle pros'd</i> , jury having previously disagreed; 3 settled costs, paid by complaining witness; 5 settled costs, paid by defendant; 2 <i>nolle pros'd</i> , costs paid by parties.
Bastardy.....	1	Bound over to Circuit Court.
Cruelty to animals.....	1	Convicted, fined \$5 and \$3.25 costs.
Defrauding hotel-keeper.....	1	Convicted, fined the costs of his prosecution, amounting to \$13.88.
Disposing of chattel mortgaged property.....	2	Discontinued, costs paid in full.
Disturbing religious meeting.....	7	Six were convicted: of whom 2 were fined \$15 and \$4.45 and \$2.95 costs respectively; 1 was sent to jail for 20 days; 2 fined \$5 and \$2.50 costs each; 1 sent to jail for 30 days; 1 <i>nolle pros'd</i> , defendant paying \$2.50 costs.
Drunk.....	2	Pending.
Embezzlement under \$25.....	1	Acquitted, costs paid by complaining witness.
False pretenses.....	1	Discontinued, costs paid.
Indecent exposure of person.....	1	<i>Nolle pros'd</i> , costs paid.
Larceny from the person.....	1	Bound over to Circuit Court.
Larceny from a dwelling house in day-time....	2	Bound over to Circuit Court.
Larceny under \$25.....	4	Two convicted: 1 sent to State House of Correction at Ionia for 90 days; 1 sentence suspended on payment of costs; 1 acquitted, costs paid by complaining witness; 1 discontinued, costs paid.
Malicious injury to house of under \$25.....	1	Convicted, sent to jail for 15 days.
Malicious injury to fence.....	2	<i>Nolle pros'd</i> , costs paid.
Manslaughter.....	1	Bound over to Circuit Court.
Resisting an officer.....	2	Bound over to Circuit Court.
Selling unwholesome meat.....	1	Discontinued, costs paid by defendant.
Setting fire to building with intent to burn....	1	Bound over to Circuit Court.
Slander.....	1	<i>Nolle pros'd</i> , costs paid.
Soliciting to commit crime.....	1	Discontinued, costs paid by defendant.
Surety of the peace.....	2	Discontinued, costs paid by defendant.
Trespass.....	2	Convicted, fined \$2.50 each and costs.
Unhitching horse on the street.....	1	Convicted, fined \$10 and \$10.54 costs.
Violation of liquor law:		
(a) Selling without filing bond.....	1	Convicted, fined \$35 and \$23.57 costs (appealed).
(b) Keeping saloon open after 9 o'clock.....	2	Convicted, fined \$25 and \$5.65 costs.
(c) Selling to person in habit of getting intoxicated.....	5	Two convicted and fined \$25 and \$3 costs each; 1 <i>nolle pros'd</i> for want of evidence; 2 bound over to Circuit Court.
(d) Selling to minor.....	1	Convicted, fined \$25 and \$6.55 costs.

LUCE COUNTY.

SANFORD N. DUTCHER, *Prosecuting Attorney.*

Number of persons prosecuted, 22.

Charged with.	No.	The Result and the Punishment.
Assault and battery.....	3	One convicted and fined \$1 and costs or 5 days in jail; 1 convicted and fined \$75 or 90 days in State House of Correction—committed; 1 acquitted.
Cruelty to animals.....	2	Convicted and fined \$3 each and costs or 20 days in jail.
Disorderly persons.....	4	One convicted and fined \$2.50 and costs; 1 fined \$5 and costs; 1 fined \$2 and costs; 1 acquitted.
Game law prosecutions.....	8	Acquitted.
Immoral conduct.....	1	Convicted, fined \$20 and costs or 30 days.
Killing beast maliciously, etc	1	Convicted—committed to Reform School.
Keeping house of ill-fame, resorted to, etc.....	1	Escaped from officers before examination.
Larceny.....	4	One convicted, fined \$5 and costs or 30 days; 1 convicted, fined \$15 and costs or 30 days, committed; 1 discharged; 1 awaiting trial in Circuit Court.
Malicious injury to property.....	1	Convicted, fined \$5 or 10 days.
Resisting an officer.....	2	Now pending in Circuit Court.

MACKINAC COUNTY.

HENRY HOFFMAN, *Prosecuting Attorney.*

Number of persons prosecuted, 102.

Charged with.	No.	The Result and the Punishment.
Abduction.....	1	Discharged.
Assault and battery.....	36	Twenty-nine convicted, 7 sentenced to State House of Correction 90 days; 2 sentenced to county jail 30 days; 1 paid fine, \$40; 1 \$25 and costs; 1 \$20 and costs; 4 \$10 and costs; 2 \$8 and costs; 5 \$5 and costs; 3 \$4 and costs; 2 \$1 and costs; 1 appealed and awaiting trial; 1 complaint withdrawn, complainant paying costs; 2 acquitted; 4 discharged.
Assisting prisoner to escape.....	1	Awaiting trial.
Assault with intent to murder.....	2	One convicted of assault and battery; 1 awaiting trial.
Common prostitute.....	9	All convicted; 6 paid \$9.75 each; 1 \$14.70; 1 \$19; 1 sentenced to jail 90 days.
Defrauding hotel-keeper.....	2	Both convicted, 1 sentenced to jail 10 days; 1 sentenced to jail 30 days.
Disorderly.....	3	Two convicted and paid \$15 and costs each; 1 acquitted.
Disorderly juveniles.....	4	Three convicted and sentence suspended; 1 discharged.
Grand larceny.....	4	Three discharged; 1 complaint withdrawn, complainant paying costs.
Indecent exposure of person.....	1	Discharged.
Keeping saloon open Sunday.....	1	Two juries disagreed and defendant discharged.
Keeping saloon open election day.....	3	All convicted; 1 paid \$25 fine and \$4 costs; 1 \$25 fine and \$17.25 costs; 1 \$25 and \$26 costs.
Larceny.....	8	Four convicted; 1 sentenced to State House of Correction 90 days; 1 to jail 20 days; 1 to jail 10 days; 1 paid \$10 fine and costs; 1 complainant failed to appear; 1 discharged; 1 complaint withdrawn, complainant paying costs.
Larceny from the person.....	1	Discharged.
Lewd and lascivious cohabitation.....	2	One sent to State House of Correction 1 year; 1 sent to Detroit House of Correction six months.
Maliciously defacing building.....	3	Two sentenced to jail 30 days each; 1 sentenced to State House of Correction 90 days.
Perjury.....	1	Convicted and sentenced to State House of Correction 3 years.
Resisting officer.....	2	One convicted and sentenced to State Prison 2 years; 1 discharged.
Robbery.....	2	One awaiting trial; 1 discharged.
Slander.....	2	One convicted and paid \$5 fine and costs; 1 discharged.

PROSECUTING ATTORNEYS.

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MACKINAC COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Selling liquor without paying license.....	9	All convicted; 2 paid \$25 fine and \$27 costs each; 1 \$25 fine and \$17 costs; 1 \$25 and \$10 costs; 1 \$25 and \$9.75 costs; 1 \$25 and \$5 costs; 3 sentence suspended on payment of costs.
Violation of fish and game law.....	4	Two convicted and sentence suspended on paying costs; 1 discharged; 1 acquitted.
Violation of Sunday law—keeping open barber shop.....	1	Convicted—paid \$5 fine.

MACOMB COUNTY.

FRANKLIN P. MONFORT, *Prosecuting Attorney.*

Number of persons prosecuted, 188.

Charged with.	No.	The Result and the Punishment.
Adultery.....	1	Discontinued on examination.
Animals—cruelty to.....	2	One fined \$5, and 1 county jail 20 days.
Assault and battery.....	27	Four fined \$5 each and costs; 3 discharged; 2 sentence suspended; 3 acquitted; 2 juvenile offenders released; 1 imprisoned in State House of Correction at Ionia 90 days; 2 each fined \$12; 1 fined \$5; 1 fined \$25 and \$12.65 costs; 1 fined \$15 and \$12.65 costs; 1 fined \$3; 1 fined \$5 and \$15 costs; 1 county jail 15 days; 1 fined \$2 and costs; 1 fined \$10; 1 fined \$25 and costs; 1 settled.
Assault with intent to rape.....	5	One acquitted; 2 discharged on examination; 1 information withdrawn and accused charged with rape, now pending in Circuit Court; 1 convicted of assault, State House of Correction at Ionia 90 days.
Bastardy.....	2	One discharged on examination, and one compromised by superintendent of the poor and putative father.
Bigamy.....	1	<i>Nolle pros'd.</i>
Burglary.....	1	Acquitted and then charged with, and convicted of, larceny, and sent to Detroit House of Correction 90 days.
Concealing stolen property.....	1	Discharged on examination.
Defrauding hotel keeper.....	1	County jail 20 days.
Disturbing religious meeting.....	1	Twenty days county jail.
Disturbance at election.....	1	Acquitted.
Disorderly persons.....	39	Five sentence omitted, being juvenile offenders; 11 each fined \$1 and costs; 4 fined each \$2 and costs; 2 fined each \$2 and costs; 2 discharged; 1 fined \$3 and costs; 1 fined \$38 and \$4 costs; 1 acquitted; 5 county jail 10 days; 1 State House of Correction at Ionia 90 days; 2 county jail 15 days; 3 county jail 20 days; and 1 (justice reports) fined \$10 and \$5 costs and in default 15 days in county jail, and prisoner has gone after the money.

ABSTRACTS OF REPORTS OF
MACOMB COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
False pretenses.....	1	Discharged on examination.
Forgery.....	1	Acquitted.
Inquests.....	6	One came to her death by means of an overdose of morphine by her own hand; 1 hung himself; 1 accidental drowning; 1 by exhaustion and exposure; 1 by chloroform administered by his own hand, and 1 heart disease.
Indecent exposure of person.....	1	Under suspended sentence.
Juvenile offenders.....	1	Sent to Reform School.
Larceny.....	17	One fined \$10 and costs, appealed and acquitted; 5 discontinued; 1 sent to Detroit House of Correction 90 days; 1 to same place 60 days; 1 to State House of Correction at Ionia 90 days; 1 State Prison at Jackson 2 years; 6 acquitted; 1 pending; 1 county jail 20 days, and 1 fined \$5 and costs.
Negligently permitting fire to run and injure property.....	1	Pending.
Resisting an officer.....	2	Each fined \$30.
Rape.....	2	One pending, and 1 discharged on examination.
Sureties of the peace.....	2	One under \$100 bond, and 1 released.
Setting fire to building.....	2	Pending.
Trespass—willful.....	1	Discontinued.
Unlawful use of fire-arms.....	1	Fined \$1 and costs.
Using profane language.....	1	Fined \$1 and costs.
Uttering forged note.....	1	Convicted and sent to State Reformatory at Ionia 1 year.
Vagrancy.....	1	Sentenced to Detroit House of Correction 60 days.
<i>Violation of liquor law:</i>		
(a) Selling liquor to persons in the habit of getting intoxicated.....	2	One sentenced to pay fine \$25 and costs, case appealed and was allowed in circuit court to pay all costs and same fine and then discharged; 1 imprisoned 20 days in county jail.
(b) Selling liquor to minors.....	3	One fined \$25 and costs, and 2 acquitted.
(c) Under Mt. Clemens city ordinance, keeping saloon open after hours.....	3	One fined \$20 and costs; 2 each fined \$5 and costs.
(d) Under State law, 1887, selling without payment of tax.....	2	Both discharged on payment of tax and costs and filing bond.
(e) Keeping saloon open on holiday.....	3	Two discharged, and 1 fined \$25 and \$12.48 costs.
(f) Keeping saloon open on Sunday.....	2	One discontinued on payment of \$25 and costs; 1 pending.

MANISTEE COUNTY.

A. V. McALVAY, *Prosecuting Attorney.*

Number of persons prosecuted, 471.

Charged with.	No.	The Result and the Punishment.
Abandoning child.....	2	One discharged; 1 <i>nolle pros'd.</i>
Adultery.....	3	One convicted, sentence suspended; 1 acquitted; 1 discharged.
Arson.....	1	Discharged.
Assault.....	7	One sentenced to House of Correction at Detroit 90 days; 1 sent Reform School at Lansing 8 years; 1 jail 25 days; 2 fined \$1 and costs; 2 discharged.
Assault and battery.....	110	Five sentenced to State House of Correction 90 days; 3 fined \$25 and costs; 1 fined \$20 and costs; 2 Detroit House of Correction 90 days; 2 fined \$10 and costs; 1 fined \$9 and costs; 8 fined \$5 and costs; 1, 20 days in jail; 4 fined \$3 and costs; 4 fined \$2 and costs; 29 fined \$1 and costs; 29 discharged on payment of costs; 1, 30 days in jail; 20 acquitted and discharged.
Assault with intent to rape.....	1	Sent 4 years State Prison.
Assault with intent to murder.....	1	Suit pending.
Bastardy.....	3	One escaped from officer; 2 settled, married, and paid costs.
Bestiality.....	2	One discharged; 1 convicted and proceedings stayed before sentence.
Canada thistle statute.....	1	Acquitted.
Common prostitute.....	5	Three sent to Industrial Home for Girls; 2 discharged.
Cruelty to animals.....	3	One sentenced 30 days in jail; 1 fined \$2 and costs; 1 fined \$1 and costs.
Defrauding hotel-keeper.....	3	Paid costs and discharged.
Disorderly.....	117	Four sentenced to 6 months Detroit House of Correction; 2, 4 months Detroit House of Correction; 9, 90 days Detroit House of Correction; 1 fined \$25 and costs; 3 fined \$20 and costs; 8 fined \$10 and costs; 1, 30 days in jail; 1 Reform School 4 years; 1 bound out by Judge of Probate; 1, 25 days in jail; 5, 20 days in jail; 5, 15 days in jail; 1, 5 months Detroit House of Correction; 15, 10 days in jail; 1 fined \$10 and costs; 9 fined \$5 and costs; 1 Reform School until 16 years old; 1 Reform School until 17 years old; 2 fined \$3 and costs; 7 fined \$2 and costs; 18 fined \$1 and costs; 2 sentence suspended; 19 discharged and acquitted.
Exciting disturbance in tavern.....	1	Fined \$5 and costs.
False pretenses.....	2	One acquitted; 1 paid costs and discharged.
Forgery.....	1	Escaped.
Indecent exposure.....	2	One fined \$5 and costs; 1 sentence suspended.
Intoxication.....	43	One fined \$5 and costs; 3 fined \$3 and costs; 8 fined \$2 and costs; 1, 20 days in jail; 2, 12 days in jail; 6, 10 days in jail; 26 fined \$1 and costs; 1 sentence suspended.

**ABSTRACTS OF REPORTS OF
MANISTEE COUNTY.—Continued.**

Charged with.	No.	The Result and the Punishment.
Keeping gambling house.....	2	Bound over for trial; suit pending.
Larceny.....	86	Eight sentenced to State House of Correction, 1 for 1½ years, and 7 for 90 days each; 1 sent to Detroit House of Correction 90 days; 1 Reform School 4 years; 1 Industrial Home at Adrian 4 years; 1, \$10 and costs; 3 fined \$5 and costs; 2, 5 days in jail; 1 sentence suspended; 2 paid costs and discharged; 13 discharged and acquitted; 1 fined \$1 and costs; 1 fined \$40; 1 <i>nolle pros'd.</i> being under sentence for similar offense.
Larceny from a dwelling.....	1	Sentenced 90 days State House of Correction.
Larceny from store.....	2	Discharged.
Larceny from person.....	1	Convicted, broke jail pending sentence.
Malicious injury to property	18	One sentenced 30 days in jail; 1, 25 days in jail; 1 fined \$5 and costs; 1 fined \$3 and costs; 1 sentence suspended; 7 paid costs and discharged; 6 discharged.
Malicious injury to building.....	1	Discharged on payment of costs.
Malicious maiming animals.....	1	Pending.
Murder	1	Convicted, 12 years State Prison.
Nuisance	3	One fined \$10 and costs; 1 discharged; 1 fined \$5 and costs.
Resisting officer.....	1	Discharged.
Robbery	3	One acquitted; 2 discharged on examination.
Slander.....	8	One fined \$5 and costs; 2 fined \$1 and costs; 3 paid costs and discharged; 2 discharged.
Seduction	2	One sent to State House of Correction 18 months; 1 settled, married, and paid costs.
Vagrancy.....	41	One sentenced 5 months Detroit House of Correction; 1, 6 months Detroit House of Correction; 1, 3 months Detroit House of Correction; 1 fifteen days in jail; 5, 10 days in jail; 1, 5 days in jail; 12 sentence suspended; 19 discharged.
Violating liquor law.....	19	One fined \$50 and costs; 3 fined \$25 and costs; 1 acquitted; 3 paid costs and discharged; 11 discharged.
Violating game law.....	13	One fined \$30 and costs; 1, 60 days in jail; 3 fined \$5 and costs; 1, 30 days jail and nets confiscated; 2 paid costs and nets confiscated; 1 net confiscated and discharged; 1 fined \$1 and costs; 3 discharged.
Willful trespass.....	10	Nine discharged and acquitted; 1 fined \$1 and costs.

MANITOU COUNTY.

JOHN POWER, *Prosecuting Attorney.*

Number of persons prosecuted, none.

MARQUETTE COUNTY.

H. O. YOUNG, *Prosecuting Attorney.*

Number of persons prosecuted, 818.

Charged with.	No.	The Result and the Punishment.
Adultery.....	4	One discontinued; 3 held for trial.
Assault	2	One fined \$1 and costs; 1 fined \$2 and costs.
Assault and battery.....	46	Four convicted and sent to county jail 90 days; 8 fined \$2 and costs; 9 fined \$5 and costs; 2 fined \$3 and costs; 2 10 days in county jail; 9 fined \$1 and costs; 1 not guilty; 2 fined \$10 and costs; 7 discharged; 1 fined \$17.35 and costs; 2, 20 days in county jail; 1 fined \$15 and costs; 1 fined \$50 and costs; 1 fined \$20 and costs; 1 acquitted.
Assault with intent to do great bodily harm....	3	Six held for trial; 2 discontinued.
Assault with intent to rape.....	2	One discharged; 1 held for trial.
Bastardy.....	2	Settled by marriage.
Drunk and disorderly	32	Two sentenced to 8 days in county jail; 3, 10 days in county jail; 2 given few hours to leave town; 2, 40 days in county jail; 1, 60 days in county jail; 1 fined \$10 and costs; 2, 15 days in county jail; 2, 5 days in county jail; 2, 20 days in county jail; 4, \$3 and costs; 2, 45 days in county jail; 1 suspended; 2 dismissed; 2 fined \$5 and costs; 2 fined \$2 and costs; 1 House of Correction 1 year.
Disorderly persons.....	104	One acquitted; 1 fined \$1 and costs; 8 fined \$5 and costs; 1 House of Correction for 3 months; 1, 65 days in county jail; 25, 10 days in county jail; 5, 90 days in county jail; 9, 30 days in county jail; 1 bond to keep peace; 13 fined \$1 and costs; 2 fined \$3 and costs; 1 dismissed; 5 discharged; 6, 60 days in county jail; 4, 5 days in county jail; 4, 8 days in county jail; 1 fined \$25 and costs; 8, 20 days in county jail; 8, 15 days in county jail; 1 sentenced to 6 months House of Correction; 1 sent to Reform School; 1 settled; 1 appealed; 1 fined \$2 and costs.
Gambling.....	2	One fined \$5 and costs; 1 fined \$10 and costs.
Jumping on moving trains—violation of rail-road law.....	1	Sentence suspended.
Keeping house of ill-fame.....	1	Held for trial.
Libel	1	Discontinued.
Larceny.....	27	Seven held for trial; 2 sent to county jail 20 days; 2, 90 days in county jail; 3, 30 days in county jail; 6 discharged; 1 fined \$5 and costs; 1 not guilty; 1 sent to Reform School; 2, 10 days in county jail; 1, 60 days in county jail; 1, 40 days in county jail.
Murder	2	Held for trial.
Perjury	1	Held for trial.
Rape.....	2	Discharged.
Slander	3	One sentenced to 90 days in county jail; 1, \$1 and costs; 1 fined \$30 and costs.
Surety of peace.....	3	One discharged; 2 gave bond to keep the peace.
Threatening to kill.....	1	Gave bond to keep the peace.

ABSTRACTS OF REPORTS OF
MARQUETTE COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Vagrancy.....	17	Three sentenced to 30 days in county jail; 4, 15 days in county jail; 5, 60 days in county jail; 1 discharged; 1 given 4 hours to leave town; 1 not guilty; 1 90 days in county jail; 1 20 days in county jail.
Violation of liquor law.....	26	Thirteen fined \$25 and costs; 7 dismissed; 1, 30 days in county jail; 1 not guilty; 3 appealed; 1 convicted.
Violation of game laws.....	9	Three sentence suspended; 3 discharged; 1 fined \$50; 1 fined \$25.
CIRCUIT COURT.		
Assault with intent to do great bodily harm....	5	One fined \$30 and costs; 1 sentence suspended; 1, 3 years State Prison; 1, 1 year State Prison; 1 pending.
Assault and battery.....	2	One sentence suspended; 1 <i>nolle pros'd</i> .
Bastardy	1	Found guilty.
Keeping house of ill-fame.....	1	Fined \$50 and costs.
Larceny.....	6	One sent to State Prison 1 year; 2 not guilty; 1 18 months State House of Correction; 1 <i>nolle pros'd</i> ; 1, 5 years State Prison.
Murder	2	State Prison for life.
Perjury.....	1	<i>Nolle pros'd</i> .
Rape.....	1	Pending.
Violation of liquor law.....	8	Two fined \$50 and costs; 1 \$100 and costs.

MECOSTA COUNTY.

JOHN B. UPTON, *Prosecuting Attorney.*

Number of persons prosecuted, 131.

Charged with.	No.	The Result and the Punishment.
Adultery.....	4	Two convicted and sent to State Prison, 1 for 6 months, and 1 for 1 year; 1 <i>nolle pros'd</i> ; 1 discharged on examination.
Assault and battery	38	Twenty-two convicted, of whom 2 were fined \$25 each and costs, 3 each \$15 and costs, 4 each \$10 and costs, 1 fined \$12 and costs, 1 fined \$6 and costs, 4 each \$5 and costs, 6 fined \$3 and costs, 1 fined \$1 and costs; 2 acquitted; 4 discharged; 7 discharged on payment of costs; 1 sentence suspended.
Assault with intent to kill and murder.....	2	Convicted of assault to do great bodily harm and sent to the State Prison, 1 for 10 years, and 1 for 6 years.
Assault with intent to do great bodily harm....	1	Sentenced to State House of Correction 2½ years.
Assault with intent to ravish	2	Convicted of assault and battery and fined \$100 and \$150, respectively.
Bestiality.....	1	Sentenced to the State Prison 2½ years.

MECOSTA COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Bigamy	1	Pending.
Burglary, being armed with deadly weapon....	2	One convicted and sent to the State Prison 15 years; 1 sent to State House of Correction 15 years.
Burglary and larceny from dwelling-house.....	1	Convicted of larceny and sent to State House of Correction 3 months.
Disorderly, under statute	9	One sentenced to Detroit House of Correction 8 months; 1 fined \$20 and costs; 1 fined \$15 and costs; 1 fined \$18 and costs; 1 fined \$10 and costs; 1 fined \$8 and costs; 2 fined, \$5 each and costs; 1 <i>nolle pros'd</i> .
Disorderly, juvenile.....	1	Sentenced to Industrial Home for Girls until 16 years of age.
Drunken	30	All convicted—4 fined \$10 and costs; 1 fined \$2 and costs; 2 sent jail 15 days each; 18 jail 10 days each; 1 jail 20 days; 2 jail 30 days; 1 sentence suspended; 1 discharged.
Embezzlement	1	Pending.
False pretenses—obtaining property under.....	3	One sent to jail 8 months; 1 discharged; 1 reasons filed for not filing information.
Forgery	1	Acquitted.
Illegal voting.....	5	One fined \$50; 4 discharged.
Keeping house of ill-fame.....	2	Dismissed on examination.
Larceny.....	22	Three sentenced to State House of Correction 8 months each; 1 sent to Reform School; 2 fined \$10 and costs; 1 fined \$8 and costs; 2 each \$5 and costs; 4 discharged on payment of costs; 4 sentence suspended; 3 sent to jail 30 days each; 2 acquitted.
Larceny from dwelling.....	1	Sentenced to State House of Correction 1 year.
Malicious injury to property	2	One fined \$5 and costs; 1 pending.
Perjury.....	1	Pending.
Religious meeting—disturbance of	1	Settled on payment of costs.
Truancy	1	Sent to Reform School.
Vagrancy	2	Discharged.
Violation of game law.....	1	Discharged on payment of costs.
Violation of liquor law.....	9	Five convicted and fined \$25 each and costs; 3 discharged on payment of costs; 1 acquitted on appeal to Circuit Court.

MENOMINEE COUNTY.

R. C. FLANNIGAN, *Prosecuting Attorney.*

Number of persons prosecuted, 283.

Charged with.	No.	The Result and the Punishment.
Adultery.....	2	Discharged on examination.
Assault and battery.....	41	Two convicted and sent to jail 60 days; 4 fined \$10 and costs; 2 fined \$2 and costs; 1 fined \$5 and costs; 1 fined \$7 and costs; 3 fined \$5 and costs or 15 days in jail; 1 fined \$20 and costs or 30 days in jail; 1 fined \$5 or 20 days in jail; 3 fined \$1 and costs or 10 days in jail; 1 fined \$10 and costs or 30 days in jail; 1 fined \$10 and costs or 15 days in jail; 1 fined \$15 and costs or 20 days in jail; 1 fined \$1 and costs or 5 days in jail; 1 fined \$15 and costs; 1 fined \$2 and costs; 8 discharged and 8 acquitted.
Assault with intent to murder.....	3	One convicted of assault with intent to do bodily harm, etc., sent State Prison 6 months; 1 convicted simple assault, fined \$100; 1 pleaded guilty assault and battery, fined \$30.
Assault with intent to do great bodily harm less than the crime of murder.....	3	Two discharged on examination; 2 pending in Circuit Court; 1 convicted assault and battery, sent 3 months to State House of Correction.
Assault with attempt to rape.....	1	Discharged on examination.
Burglary.....	3	One convicted and sent 1 year State Prison; 1 acquitted; 1 <i>nolle pros'd.</i>
Disorderly conduct.....	128	One fined \$2 and costs or 15 days in jail; 9 fined \$1 and costs or 6 days in jail; 11 fined \$10 and costs or 20 days in jail; 10 fined \$1 and costs or 5 days in jail; 4 fined \$5 and costs or 12 days in jail; 17 fined \$1 and costs or 10 days in jail; 4 fined \$2 and costs or 10 days in jail; 6 fined \$10 and costs or 30 days in jail; 4 fined \$5 and costs or 15 days in jail; 7 fined \$1 and costs or 8 days in jail; 2 fined \$1 and costs or 15 days in jail; 8 fined \$10 and costs or 15 days in jail; 2 fined \$20 and costs or 30 days in jail; 2 fined \$25 and costs or 30 days in jail; 1 fined \$10 and costs or 18 days in jail; 9 fined \$5 and costs or 10 days in jail; 1 fined \$10 and costs or 60 days in jail; 1 fined \$5 and costs or 30 days in jail; 1 fined \$15 and costs or 30 days in jail; 2 fined \$10 and costs or 10 days in jail; 1 fined \$4 and costs or 10 days in jail; 1 fined \$11 and costs or 15 days in jail; 2 fined \$3 and costs or 6 days in jail; 1 fined \$8 and costs or 20 days in jail; 4 fined \$1 and costs; 1 sent to jail for 25 days; 5 sent to jail for 30 days; 1 sent to jail for 90 days; 2 sent to jail for 60 days; 1 fined \$5 and costs; 5 discharged.
Disorderly persons.....	5	One sent to jail for 60 days; 1 required to find sureties in the sum of \$500; 2 in the sum of \$200, and 1 in the sum of \$300.
Falsely assuming to be an officer.....	1	<i>Nolle pros'd.</i>
Forgery.....	1	Sentence suspended on pleading guilty.
Incest.....	1	Convicted and sent 8 years to State Prison.
Indecent exposure of person.....	3	One sent to jail 30 days; 1 fined \$50; 1 escaped.

MENOMINEE COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Keeping house of ill-fame.....	11	One discharged on examination; 6 pending; 1 convicted and sent to State House of Correction 1 year; 2 <i>nolle pros'd</i> ; 1 sentence suspended.
Larceny.....	23	One fined \$1 and costs or 10 days in jail; 2 escaped; 1 sent Industrial School for Girls; 2 guilty and discharged on recommendation of agent for juvenile offenders; 1 sent jail 30 days; 3 sent jail for 90 days; 2 sent jail for 60 days; 8 discharged on examination; 4 acquitted.
Malicious injury.....	3	One sent jail 90 days; 1 dismissed in Circuit; 1 pending.
Obtaining goods under false pretenses.....	8	One sentence suspended; 1 dismissed in Circuit; 1 discharged on examination; 5 acquitted.
Perjury.....	2	One discharged on examination; 1 pending in Circuit.
Rape.....	1	Convicted—new trial—and now pending in Circuit.
Slander.....	6	One fined \$10 and costs or 20 days in jail; 1 fined \$50 and costs or 90 days in jail; 1 fined \$5 and costs; 1 fined costs; 1 acquitted.
Vagrancy.....	1	Dismissed.
Violation of ballot box.....	1	Dismissed on examination.
Violation of game laws.....	9	Four fined \$50 and costs or 30 days in jail; 1 fined \$50 and costs; 3 acquitted; 1 discharged on examination.
Violation of liquor law.....	26	Four fined \$25 and costs; 1 fined \$50 and costs or 90 days in jail; 1 fined \$25 and costs or 60 days in jail; 1 fined \$25 and costs or 20 days in jail; 2 fined \$25 and costs or 30 days in jail; 1 convicted, sentence suspended; 8 convicted, sentence suspended on payment of costs; 3 acquitted; 9 dismissed in justice court; 1 dismissed on examination.

MIDLAND COUNTY.

MYRON J. GUE, *Prosecuting Attorney.*

Number of persons prosecuted, 81.

Charged with.	No.	The Result and the Punishment.
Arson.....	3	Two convicted, 1 of whom was sent to State Prison for 5 years, and 1 sent to Detroit House of Correction 2 years; 1 pending.
Assault and battery.....	15	Eleven convicted, of whom 1 was sent to Reform School; 1 sent to Industrial Home for Girls; 1 fined \$15 and costs; 5 each \$5 and costs; 1 fined \$4 and costs; 1 fined \$1 and costs; 1 fined 50 cents and costs; 2 settled; 1 discharged; 1 acquitted.
Assault with intent to rape.....	1	Pending.

**ABSTRACTS OF REPORTS OF
MIDLAND COUNTY.—Continued.**

Charged with.	No.	The Result and the Punishment.
Assault with intent to rob.....	2	One pending; 1 discharged.
Bastardy.....	1	Convicted; child died and no sentence passed.
Betting and gaming.....	1	Sentence suspended.
Breaking and entering dwelling with intent to commit adultery.....	1	Discharged on examination.
Cutting marks off logs.....	2	One convicted and awaiting sentence; 1 pending.
Disorderly conduct.....	2	Convicted; 1 sent to jail 30 days; 1 jail 10 days.
Embezzlement.....	2	One convicted and sent to State Prison 8 months; 1 pending.
False pretenses.....	2	One pending; 1 discharged.
Forgery.....	3	Two convicted and sent to the State Prison 3 years each; 1 pending.
Imputing to another commission of crime.....	1	Acquitted.
Intoxication.....	2	One fined \$5 and 1 fined \$4, or in default 10 days in jail.
Larceny.....	21	Eighteen convicted; 1 sent to State Prison 6 months; 1 sent to State House of Correction 1 year; 3 sent to Reform School; 1 sent jail 30 days; 1 jail 10 days; 3 fined \$5 each and 2 fined \$10 each or 10 days jail; 1 fined \$10, and 3 fined \$15 or 30 days jail; 1 fined \$8 and costs; 1 pending; 1 discharged; 2 settled.
Malicious injury to real estate.....	1	Convicted and sentence suspended.
Malicious injury to personal property.....	1	Fined \$5 or 10 days jail.
Passing counterfeit coin.....	1	Acquitted.
Pursuing deer with dog.....	1	Acquitted.
Vagrancy.....	15	Convicted; 6 fined \$5 or 20 days jail; 3 fined \$5 or 25 days jail; 2 fined \$2.50 or 20 days jail; 1 sent jail 30 days; 1 jail 20 days; 1 jail 10 days; 2 sentence suspended.
Violating liquor law.....	4	Three convicted and fined \$25 and 10 days in jail—appealed and pending; 1 acquitted.

MISSAUKEE COUNTY.

FRANCIS O. GAFFNEY, *Prosecuting Attorney.*

Number of persons prosecuted, 21.

Charged with.	No.	The Result and the Punishment.
Assault and battery.....	8	One convicted and sentenced to 60 days in county jail; 1 fined \$25 and costs, and 1 discharged.
Assault with intent to do great bodily harm....	1	Bound over for trial, case settled and <i>nolle pros'd.</i>
Breach of the peace.....	8	All convicted and each fined \$10 and costs.
Disorderly.....	10	All convicted—1 had sentence suspended; 1 sentence suspended on payment of costs; 1 fined \$5 and costs; 1 fined \$10 and costs; 1 sent to county jail 15 days; 2 sent to county jail 5 days; 1 sent to county jail 30 days; 1 fined \$5 and costs; 1 sent to county jail 6 days.
Larceny	4	One bound over for trial; 1 discharged; 1 acquitted; 1 returned property and was discharged upon request of complainant.

MONROE COUNTY.

CHARLES A. GOLDEN, *Prosecuting Attorney.*

Number of persons prosecuted, 64.

Charged with.	No.	The Result and the Punishment.
Adultery.....	8	One convicted, sent to State Prison 8 years; 1 sent to Detroit House of Correction for 2 years; 1 complaint withdrawn.
Assault and battery.....	21	Three convicted and fined \$1 each and costs; 4 fined \$5 each and costs; 2 fined \$2 and costs; 1 fined \$36; 1 fined 25 cents and costs; 1 fined \$50; 1 sent to jail 90 days; 1 to State House of Correction for 90 days; 1 to Reform School; 1 sentence suspended; 2 discharged on motion of Prosecuting Attorney; 3 settled; 1 acquitted.
Assault with intent to do great bodily harm....	1	Convicted, sent to Detroit House of Correction for 6 months.
Assault with intent to commit rape.....	1	Convicted, sent to State Prison for 10 years.
Assault with intent to murder.....	1	Pending.
Bigamy.....	1	Discharged on motion of Prosecuting Attorney.
Breaking and entering dwelling-house in daytime.....	1	Convicted, sent to State Industrial Home for Girls.
Burglary.....	6	Four convicted—1 sent to State Prison 5 years, 1 to county jail for 90 days, 2 sentence suspended; 2 discharged on motion of Prosecuting Attorney.

ABSTRACTS OF REPORTS OF
MONROE COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Carrying dangerous weapons.....	1	Pending.
Disorderly persons.....	2	One convicted, sent to county jail for 90 days; 1 complaint withdrawn.
False pretenses	1	<i>Nolle pros'd.</i>
Forgery.....	1	Convicted, sent to State Prison 1 year.
Incest.....	1	Convicted, sent to State Prison 10 years.
Larceny of property valued at more than \$25....	6	Three convicted—1 sent to State Prison for 4 years, 2 sentence suspended; 3 discontinued on motion of Prosecuting Attorney.
Larceny of property valued at less than \$25.....	11	Nine convicted—3 sent to State House of Cor- rection for 90 days each, 1 sentence suspended, 3 fined \$5 each and costs, 1 fined \$3 and costs, 1 fined \$1 and costs; 1 settled; 1 acquitted.
Manslaughter	1	Acquitted.
Seduction.....	1	Discharged by circuit judge.
Slander	1	Discharged on motion of Prosecuting Attorney.
Unlawful driving.....	1	Convicted, sent to county jail 90 days.
Violation of game law.....	1	Acquitted.
Willful trespass.....	1	Acquitted.

MONTCALM COUNTY.

CHARLES L. RARDEN, *Prosecuting Attorney.*

Number of persons prosecuted, 138.

Charged with.	No.	The Result and the Punishment.
Adultery.....	1	<i>Nolle pros'd.</i>
Assault and battery.....	20	Thirteen convicted—1 fined \$5 and costs; 2, \$1 and costs; 1, \$2 and costs; 1, \$3 and costs; 1 sentenced to Detroit House of Correction 90 days; 5 sentenced to county jail for 20 days each; 1 fined \$25 and costs—appealed and pending; 1 sentenced to county jail for 10 days; 5 discharged without trial; 2 acquit- ted by jury.
Assault with intent to do great bodily harm....	1	Pending.
Assault with intent to murder.....	2	One convicted and one sentenced to State Prison for 10 years, and one for 4 years.
Assault with intent to rape.....	2	1 pending; 1 discharged on examination.
Bastardy.....	1	Held for trial—pending.
Bigamy	2	One convicted and sentenced to State House of Correction for 2 years; 1 pending.
Carrying concealed weapons.....	2	Convicted—1 sentenced to county jail 60 days; 1 to county jail 10 days.

MONTCALM COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Concealing stolen property.....	1	Pending.
Cruelty to animals.....	2	Convicted and sent to Reform School for Boys.
Defrauding inn-keeper.....	5	Four convicted; 3 sent to county jail for 30 days each; 1 for 60 days; 1 discharged.
Disorderly persons.....	7	Four convicted—1 sent to county jail 30 days; 2, 20 days and 60 days; 1 discharged; 2 acquitted.
Drunk.....	18	All convicted—11 sent to county jail for 10 days each; 3 for 20 days each; 1 for 15 days; 1 for 5 days; 1 paid \$10 fine and costs; 1 escaped from officer.
Embezzlement of chattel mortgaged property.	2	Both discharged.
False pretenses.....	1	<i>Nolle pros'd.</i>
Forgery.....	1	Pending.
Horse stealing.....	1	Convicted and sentenced to State House of Correction for 2½ years.
Indecent exposure of person.....	1	Convicted and sentenced to Detroit House of Correction for 1 year.
Jail breaking.....	1	Convicted and sentenced to State Prison for 4 years.
Larceny.....	41	Twenty-eight convicted and sentenced as follows: 11 sent to State House of Correction, 1 for 4 years; 2 sent to State House of Correction 2½ years each; 1 sent to State House of Correction 2 years; 7 sent to State House of Correction 90 days each; 2 under 16 remanded to parents; 1 appealed to Circuit Court; 1 fined \$44, including costs; 1 fined \$40, including costs; 2 fined \$13.50 including costs; 1 fined \$10, including costs; 2 fined \$1 and costs; 1, 10 days in county jail; 2, 30 days in county jail; 1, 15 days in county jail; 1, 60 days in county jail; 1 discharged, complainant paying costs; 5 acquitted; 5 dismissed; 1 sent to Reform School until 17 years of age; 1 pending; 1 absconded and bonds estreated; 1 <i>nolle pros'd.</i>
Malicious injury to fence.....	3	One pending; 2 discharged.
Malicious injury to building.....	3	Two convicted—1 sent to county jail 10 days; 1 remanded to custody of parents; 1 dismissed.
Prize fighting.....	1	Dismissed.
Rape.....	2	One convicted and sentenced to Jackson for 7 years; 1 discharged.
Religious meeting—disturbance of.....	2	Both convicted; 1 sentenced to county jail for 10 days; one paid fine and costs, \$5.
Slander.....	4	One acquitted; 1 defendant died before trial; 1 escaped; 1 dismissed.
Vagrancy.....	4	Three convicted—1 sentenced to Detroit House of Correction 90 days; 1 to county jail 30 days; 1 paid fine and costs, \$5; 1 acquitted.
Violation of liquor law.....	7	Two convicted—1 paid \$20 and costs and 1 \$5; 2 pending; 1 dismissed; 2 acquitted.

ABSTRACTS OF REPORTS OF

MONTMORENCY COUNTY.

JOHN E. MILLS, *Prosecuting Attorney.*

Number of persons prosecuted, 14.

Charged with.	No.	The Result and the Punishment.
Assault and battery.....	5	One sentenced to Detroit House of Correction 90 days; 2 fined \$5 and costs; 1 fined \$10 and costs; 1 acquitted.
Assault with intent to commit rape	1	Sentenced to State House of Correction 6 months.
Slander	1	Fined \$10 and costs.
Using profane language.....	1	Fined \$2 and costs.
<i>Violation of Liquor Law:</i>		
(a) Keeping saloon open after hours at night..	2	Acquitted.
(b) Selling liquor without license.....	2	Both fined \$25 and costs—appeal taken.
(c) Selling liquor without bond.....	2	One fined \$25 and costs; 1 pending.

MUSKEGON COUNTY.

JAMES C. McLAUGHLIN, *Prosecuting Attorney.*

Number of persons prosecuted, 278.

Charged with.	No.	The Result and the Punishment.
Adultery.....	10	Seven discharged; 1 <i>nolle pros'd</i> ; 2 convicted; 1 sentenced to State Prison one year; 1 sentence suspended.
Arson.....	1	<i>Nolle pros'd.</i>
Assault	2	One convicted and fined \$10 and costs; 1 <i>nolle pros'd</i> after conviction and appeal to Circuit Court.
Assault and battery	78	Two acquitted; 16 discharged; 60 convicted: 12 fined \$1 and costs; 5, \$2 and costs; 2, \$2.50 and costs; 2, \$3 and costs; 8, \$5 and costs; 1, \$8 and costs; 4, \$10 and costs; 1, \$20 and costs; 1, \$100 and costs; 6 fined costs; 1 sent to jail 12 days; 1, 15 days; 1, 18 days; 2, 25 days; 3, 30 days; 1, 60 days; 4 sent to State House of Correction 90 days; 1 to Detroit House of Correction 90 days; 4 sentence suspended, costs paid.
Assault with intent to kill.....	2	Discharged on examination.
Assault with intent to rape.....	1	Discharged on examination.
Assault with intent to disfigure.....	1	Discharged on examination.

MUSKEGON COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Assault with intent to do great bodily harm, less than murder.....	2	Discharged on examination.
Buggery	1	Acquitted.
Bastardy.....	2	One settled by marriage; 1 gave bonds as required.
Disorderly.....	85	Two acquitted; 6 discharged; 27 convicted: 1 fined \$15 and costs; 1 fined \$1 and costs; 2 fined costs; 7 sent to Detroit House of Correction 90 days; 1 sent to jail 20 days; 2, 30 days; 4, 60 days; 9 sentence suspended.
Cruelty to animals.....	8	Discharged on payment of costs.
Defrauding hotel-keeper.. ..	5	One acquitted; 1 discharged; 1 fined \$10 and costs; 2 discharged on payment of costs.
Disposing of chattel mortgaged property.....	1	Acquitted.
Disturbing religious meeting.....	1	Fined \$1 and costs.
Embezzlement	5	One acquitted; 1 fined \$50 and costs; 1 fined \$1 and costs; 1 discharged on examination; 1 pending.
False pretenses.....	5	Two <i>nolle pros'd</i> ; 2 warrants not returned; 1 pending.
Gambling.....	2	Fined costs.
Indecent exposure of person.....	1	Sentence suspended on payment of costs.
Larceny from the person.....	2	One convicted and sentenced to State House of Correction 3½ years; 1 discharged on examination.
Larceny.....	62	Five acquitted; 5 pending; 20 discharged; 1 discharged to answer another charge; 31 convicted: 2 fined \$1 and costs; 3, \$2 and costs; 1, \$3 and costs; 1 sent to jail 15 days; 1, 30 days; 1, 35 days; 2 sent to Reform School until 17 years of age; 2 sent to Detroit House of Correction 90 days; 6 sent to State House of Correction 90 days; 2 sent to State House of Correction 2½ years; 10 sentence suspended.
Malicious injury to property.....	4	Three discharged; 1 convicted, fined \$4.50 and costs.
Manslaughter.....	4	Three discharged on examination; 1 convicted, sentenced to State Prison for 8 years.
Murder	1	Discharged to answer another charge.
Profanity.....	1	Convicted, fined 6 cents and costs.
Receiving stolen property.....	5	Four discharged on examination; 1 <i>nolle pros'd</i> .
Resisting an officer.....	2	Pending.
Slander	2	Convicted: 1 fined \$5 and costs; 1 fined \$1 and costs.
Trespass.	1	Discharged.
Surety to keep the peace.....	5	One discharged; 4 convicted; 2 gave bonds of \$100 for 6 months; 1 gave bonds, \$200 for 6 months; 1 gave bonds, \$500 for 1 year.
Selling obscene literature	1	Convicted, sentenced to State House of Correction 9 months.
Violation of liquor law.....	24	Two acquitted; 1 discharged on examination; 1 discharged; jury disagreed; 6 fined \$25 and costs; 2, \$35 and costs; 12 pending.
Violation of pharmacy law.....	1	Acquitted.

ABSTRACTS OF REPORTS OF

NEWAYGO COUNTY.

GEORGE LUTON, *Prosecuting Attorney.*

Number of persons prosecuted, 56.

Charged with.	No.	The Result and the Punishment.
Aiding prisoner to escape.....	1	Convicted, sentence suspended.
Arson.....	1	Discharged on examination.
Assault and battery	12	Two convicted, fined \$1 and costs each, paid ; 3 convicted, sent to State House of Correction at Ionia 90 days each ; 1 convicted, fined \$15 and costs, paid ; 2 convicted, paid costs ; 1 dismissed by order of Prosecuting Attorney : 1 convicted, fined \$5 and costs, paid ; 1 acquitted ; 1 convicted, sentence suspended.
Assault with intent to commit rape	1	Convicted, sentenced to State Prison at Jackson 4 years.
Assault with intent to rob.....	1	Not yet tried.
Bastardy	1	Settled.
Burglary.....	1	Escaped from jail.
Conspiracy	6	Five <i>nolle pros.</i> entered ; 1 sentence suspended on payment of all costs.
Defrauding hotel-keeper.....	1	Convicted, escaped.
Disturbing religious meeting	8	One convicted, fined \$5 and costs, paid ; 1 convicted, fined \$18 and costs, paid ; 1 discharged.
False pretenses.....	8	One reasons given for not filing information ; 1 not yet tried ; 1 discharged on examination.
Forgery.....	1	Convicted, sentence suspended.
Incest.....	2	Both discharged on examination.
Keeping saloon open on 4th of July.....	1	Convicted, fined \$25 and costs, paid.
Larceny.....	5	One convicted and sent to State House of Correction at Ionia 2 years ; 1 acquitted ; 1 convicted and sent to State House of Correction at Ionia 90 days ; 1 discharged by order of Prosecuting Attorney ; 1 convicted, fined \$5 and costs, paid.
Maliciously setting fire.....	1	Reasons given for not filing information.
Rape.....	2	One convicted and sent to State Prison at Jackson 3 years ; 1 not yet tried.
Selling liquor without paying tax.....	6	One convicted, fined \$25 and costs, paid ; 1 information quashed ; 4 bound over to circuit court for trial.
Slander	4	One convicted, appealed to circuit court ; 2 acquitted ; 1 discharged by Prosecuting Attorney.
Willful trespass	8	One convicted, appealed to circuit court ; 1 not yet tried ; 1 discharged on examination.

OAKLAND COUNTY.

ARTHUR R. TRIPP, *Prosecuting Attorney.*

Number of persons prosecuted, 264; in Circuit Court, 41; in Justice Court, 223.

Charged with.	No.	The Result and Punishment.
Abduction of female under 16, with intent etc..	1	Convicted and sentenced to State House of Correction for 2 years and 9 months.
Adultery.....	1	Bail forfeited.
Arson	2	Pending.
Assault with intent to do great bodily harm....	1	Complaining witness absconded and <i>nolle pros'd.</i>
Bastardy.....	3	Two <i>nolle pros'd.</i> ; 1 pending.
Burglary	4	Three convicted, of whom 1 was sent to Detroit House of Correction 1 year and 6 months; 2 were sent to State House of Correction for 4 years each; 1 was acquitted.
Conspiracy	1	Pending.
False pretenses.....	3	Two settled and dismissed; 1 pending.
Forgery.....	1	<i>Nolle pros'd.</i>
Larceny.....	9	Five convicted, of whom 2 were sent to State Prison, 1 for 4 years and 9 months and 1 for 3 years and 6 months; 3 were sent to State House of Correction, 1 for 2 years and 6 months; 1 for 1 year and 6 months; 1 for 90 days; 1 bail forfeited; 2 pending; 1 acquitted.
Larceny from dwelling.....	2	One sent to State House of Correction for 30 days; 1 returned to parents on request of State Agent.
Malicious injury to toll-gate	1	Pending.
Perjury	3	One convicted and committed suicide before sentence; 2 pending.
Polygamy	1	Convicted and sent to State House of Correction for 3 years and 6 months.
Receiving stolen property.....	1	<i>Nolle pros'd.</i>
Robbery	1	Convicted and sent to State House of Correction. Pending.
Seduction.....	1	
Unlawfully entering freight car with intent to obtain carriage.....	2	Sentence suspended.
Uttering and publishing forged paper.....	1	Convicted and sent to State House of Correction for 1 year and 9 months.
Violation of liquor law :		
(a) Selling on holiday.....	1	Fined \$50 and costs—paid.
(b) Selling on Sunday.....	1	Pending.
IN JUSTICE COURT.		
Abduction.....	1	Held for trial.
Adultery	2	One held for trial; 1 discharged on request of complaining witness.

ABSTRACTS OF REPORTS OF

OAKLAND COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Assault.....	4	Three convicted; 1 fined \$7; 1 fined \$5; 1 sent to State House of Correction 90 days and 1 <i>nolle pros'd</i> .
Assault with intent to murder	1	<i>Nolle pros'd</i> and re-arrested for assault and battery.
Assault with intent to do great bodily harm less than murder.....	5	Two discharged on examination; two <i>nolle pros'd</i> ; 1 discharged on request of State Agent.
Assault and battery.....	85	Twenty-two convicted, of whom 1 fined \$100; 1 fined \$20; 2 fined \$15; 6 fined \$10; 2 fined \$8; 7 fined \$5; 1 fined \$4; 2 sentence suspended; 2 jury disagreed and <i>nolle pros'd</i> ; 2 settled and costs paid; 8 discharged on request of State Agent; 1 <i>nolle pros'd</i> ; 5 acquitted.
Bastardy.....	6	One held for trial; 1 pending; 1 settled and costs paid; 1 parties married; 1 discharged on request of complaining witness; 1 <i>nolle pros'd</i> .
Bigamy.....	1	Held for trial.
Burglary.....	5	Four held for trial; 1 discharged on examination.
Concealing stolen property	1	Held for trial.
Conspiracy.....	2	One held for trial, the other not found.
Disorderly	5	Four convicted, of whom 1 was sent to Detroit House of Correction for 90 days; 1 was sent to jail 15 days; 1 discharged on request of wife; 1 sentence suspended; 1 absconded.
Drunk and disorderly	5	One sent to jail 15 days; 1 sentence suspended; 1 jury disagreed and <i>nolle pros'd</i> ; 1 returned to parents on request of State Agent; 1 acquitted.
Disturbing the peace.....	6	Two fined \$5 and costs; 1 fined \$4 and costs; 2 fined \$3 and costs; 1 fined \$1 and costs.
Disturbing religious meeting.....	1	Sentence suspended.
Drunk.....	50	Forty-five convicted, of whom 1 was sent to Detroit House of Correction for 90 days; 2 for 65 days; 4, 20 days in jail; 3, 15 days in jail; 2, 10 days in jail; 1, 1 day in jail; 9 fined \$5 each; 23 sentence suspended; 3 discharged; 1 acquitted; 1 <i>nolle pros'd</i> .
Embezzlement	1	Settled and costs paid, and <i>nolle pros'd</i> .
Entering freight car with intent to obtain carriage	2	Held for trial.
False pretenses.....	6	One held for trial; 2 pending; 2 bail forfeited; 1 discharged on examination.
Forgery.....	1	Held for trial.
Larceny	42	Thirty convicted, of whom 6 were sent to Detroit House of Correction, 3 for 90 days, and 3 for 65 days; 4 were sent to State House of Correction for 90 days; 2 were sent to jail, 1 for 90 days and 1 for 60 days; 1 fined \$50; 1 fined \$20; 5 were turned over to State Agent; 2 sentence suspended; 1 costs paid and discharged; 2 bail forfeited; 3 held for trial; 1 discharged on examination; 6 <i>nolle pros'd</i> ; 2 acquitted.
Larceny from dwelling, shop, etc.....	8	Three held for trial; 2 discharged on examination; 1 failed to appear; 2 <i>nolle pros'd</i> .
Larceny from the person.....	5	Discharged on examination.

OAKLAND COUNTY.—*Continued.*

Charged with.	No.	The Result and the Punishment.
Malicious injury to toll gate.....	4	Held for trial.
Passing counterfeit money.....	1	Held for trial.
Perjury.....	3	1 held for trial; 1 discharged on examination; 1 <i>nolle pros'd.</i>
Receiving stolen property.....	1	Held for trial.
Robbery.....	1	Held for trial.
Slander.....	3	One sent to jail for 30 days; 1 fined \$10; 1 fined \$5.
Seduction.....	4	Two parties married; 1 held for trial; 1 <i>nolle pros'd.</i>
Sodomy.....	1	Discharged on recommendation of State Agent.
Threats.....	2	One costs paid and discharged; 1 <i>nolle pros'd.</i>
Uttering and publishing forged order.....	1	Held for trial.
Vagrancy.....	1	Sentence suspended.
Violation of game law.....	1	Acquitted.
Violation of hotel law.....	3	One fined \$10; 1 settled and costs paid; 1 <i>nolle pros'd.</i>
Violation of liquor law:		
(a) Selling without payment of tax.....	2	Tax paid and discontinued.
(b) Selling to drunkard.....	1	Complaining witness (wife) withdrew complaint.

OCEANA COUNTY.

C. B. STEVENS, *Prosecuting Attorney.*

Number of persons prosecuted, 36.

Charged with.	No.	The Result and the Punishment.
Absconding to defraud hotel-keeper.....	1	Sentenced to 20 days in jail.
Adultery.....	1	Convicted and sent to State House of Correction 8 months.
Assault and battery.....	12	Six convicted and paid fines, viz.: 1 fine of \$15 and costs; 2 of \$5 each and costs; 3 of \$3 each and costs; 1 pleaded guilty and discharged on payment of costs; 3 acquitted; 1 discharged; 1 pending.
Assault with felonious intent.....	1	Sentenced to State House of Correction 90 days.
Bastardy.....	1	Settled by parties.
Catching trout out of season.....	2	Pleaded guilty and sentenced to nominal fine and costs.
Criminal negligence in setting fires.....	1	Discharged on examination.

ABSTRACTS OF REPORTS OF
OCEANA COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Disturbing public meeting.....	1	Jury disagreed and prisoner discharged.
Fishing within 800 feet of fish shute.....	2	Pleaded guilty and discharged on payment of costs.
Forgery.....	1	Discharged on examination.
Hunting deer out of season.....	1	Jury disagreed and prisoner discharged.
Keeping saloon open on Sunday.....	1	Paid fine of \$25 and costs.
Larceny, grand.....1.....	2	One convicted and sentenced to 2½ years at State House of Correction; 2 discharged on examination.
Larceny, petit.....	8	All convicted: 1 sent to jail 80 days; 6 fined \$3 each and costs; 1 fined \$5 and costs.

OGEMAW COUNTY.

DEVERE HALL, *Prosecuting Attorney.*

Number of persons prosecuted, 41.

Charged with.	No.	The Result and the Punishment.
Assault and battery.....	9	Seven convicted, of whom 1 was fined \$1 and costs, 1 \$2 and costs; 1 \$3 and costs; 1 \$5 and costs, 1 \$15 and costs, 1 \$20 and costs, 1 \$25 and costs; 1 complaining witness failed to appear; 1 acquitted.
Assault with intent to ravish.....	1	Convicted and sentenced to State Prison 2 years.
Breaking dwelling day-time.....	2	Acquitted.
Burglary.....	2	Each sentenced State Prison 10 years.
Cruelty to animals.....	2	One fined \$10 and costs; 1 fined \$25 and costs.
Common prostitute.....	2	One sentenced to Detroit House of Correction 90 days; 1 forfeited personal recognizance.
Embezzlement.....	1	Sentenced to State Prison 1 year.
Larceny.....	5	All convicted—1 fined \$5 and costs, 1 fined \$10 and costs, 1 fined \$20 and costs, 1 sentenced to Detroit House of Correction 60 days, 1 sentence suspended.
Larceny from person.....	1	Sentenced State Prison 5 years.
Malicious injury to real property.....	2	One acquitted, and 1 sentence suspended.
Taking illegal fees.....	1	Acquitted.
Violation of game law.....	2	One fine \$1 and costs; 1 fined \$3 and costs.
Violation of liquor law.....	11	One acquitted; 1 sentenced Detroit House of Correction 60 days; 6 fined \$25 and costs; 2 fined \$50 and costs; 1 fined \$50 and costs, and case carried Circuit Court on <i>certiorari</i> .

ONTONAGON COUNTY.

NORMAN W. HAIRE, *Prosecuting Attorney.*

Number of persons prosecuted, 60.

Charged with.	No.	The Result and the Punishment.
Adultery.....	1	Discharged on examination.
Aiding and abetting the crime of murder.....	1	Discharged on examination.
Assault and battery	13	Two sent to county jail 30 days each; 4 fined \$5 each and costs; 5 sent to county jail 90 days each; 1 fined \$7 and costs; 1 acquitted.
Assault with intent to murder.....	6	One convicted and sent to State Prison for 1 year; 1 found guilty of assault and sent to jail for 60 days; 2 sent to county jail 90 days each; 1 acquitted; 1 discharged on examination.
Attempt to rape.....	1	Discharged on examination.
Common prostitute.....	2	One fined \$5 and costs; 1 fined \$10 and costs.
Contempt of court	1	Sent to county jail 30 days.
Disorderly.....	7	Six fined \$25 each and costs; 1 sentence suspended.
Drunk and disorderly	3	One fined \$20 and costs; 1 fined \$10 and costs; 1 fined \$5 and costs.
Embezzlement	1	Discharged on examination.
Forgery.....	1	Convicted and sent to State Prison for 1 year.
Keeping house of ill-fame.....	2	One bound over to Circuit Court, but forfeited bail; 1 convicted and fined \$100 and costs.
Larceny	4	One fined \$10 and costs; 3 sent to county jail for 30 days each.
Larceny from person	3	One discharged on examination; 2 acquitted.
Murder.....	1	Acquitted.
Obtaining money under false pretenses	3	Two convicted and sent to State Prison for 3 years each; 1 discharged on examination.
Rape.....	1	Held for trial.
Robbery	2	Both discharged on examination.
Seduction.....	1	Case nolle pros'd on marriage of the parties.
<i>Violation of liquor law :</i>		
(a) Keeping saloon open on Sunday.....	1	Convicted and fined \$25 and costs.
(b) Selling liquor without license	5	One convicted and sent to county jail for 60 days; 2 cases settled by parties paying license and costs of suit; 1 sentence suspended on payment of costs; 1 case dismissed.

ABSTRACTS OF REPORTS OF

OSCEOLA COUNTY.

C. O. TRUMBULL, *Prosecuting Attorney.*

Number of persons prosecuted, 28.

Charged with.	No.	The Result and the Punishment.
Assault and battery.....	4	Three convicted ; 1 sent to State House of Correction 90 days ; 1 fined \$25.00 and costs or 30 days in county jail, fine paid ; 1 discharged on payment of costs : 1 case dismissed.
Assault with intent to murder.....	2	Both bound over for trial in Circuit Court, still pending.
Bigamy.....	1	Convicted and sent to Jackson 3 years.
Burglary.....	1	Convicted and sent to Jackson 1 year.
Forgery.....	2	Convicted and sent to State House of Correction 2 years each.
Larceny.....	6	All convicted ; 1 sent to State Prison at Jackson 18 months ; 1, 90 days at State House of Correction ; 1 fined \$25.00 and costs, paid ; 1 \$5 and cost, paid ; 2 discharged on payment of costs.
Murder	1	One bound over for trial in Circuit Court ; still pending.
Poisoning a well.....	2	<i>Nolle pros'd.</i>
Rape.....	2	Both convicted and sent to State Prison at Jackson 4½ years each
Robbery from the person.....	2	Convicted ; 1 sent to State Prison 2½ years ; 1 sent to State House of Correction one year.
Receiving stolen property.....	2	Both dismissed without examination.
Slander	1	Convicted and fined \$10 and costs, paid.
Violating liquor law.....	2	One convicted and fined \$25.00 and cost—appealed to Circuit Court, still pending ; one acquitted.

OSCODA COUNTY.

EZRA SMITH, *Prosecuting Attorney.*

Number of persons prosecuted, 1.

Charged with.	No.	The Result and the Punishment.
Assault and battery.....	1	Convicted and fined \$10 and costs.

OTSEGO COUNTY.

C. D. McEWEN, *Prosecuting Attorney.*

Number of persons prosecuted, 17.

Charged with.	No.	The Result and the Punishment.
Assault and battery	8	Two convicted, of whom 1 was fined \$15 and 1 sentence suspended ; 1 discharged.
Assault with intent to do great bodily harm....	2	Pending.
Being found drunk in a public place.....	1	Sent to jail 20 days.
Burglary.....	1	Convicted and sent to State Prison 1 year.
Driving away a horse contrary to law.....	1	Convicted and paid fine of \$50.
False pretenses.....	1	Discharged on examination.
Forgery.....	2	Pending.
Keeping house of ill-fame.....	1	Sentenced to Detroit House of Correction 6 months.
Malicious destruction of personal property.....	1	Sent to jail 80 days.
Murder	1	Convicted of manslaughter and sent State House of Correction for 8 years.
Larceny.....	3	One convicted and sent to State House of Correction 90 days ; 1 <i>nolle pros'd</i> ; 1 escaped from jail.

OTTAWA COUNTY.

WALTER I. LILLIE, *Prosecuting Attorney.*

Number of persons prosecuted, 320.

Charged with.	No.	The Result and the Punishment.
Abduction.....	1	Bound over to Circuit Court; <i>nolle pros'd</i> .
Assault and battery.....	28	One sentenced to State House of Correction days; 1 sent jail 60 days; 2 jail 10 days each; 1 jail 5 days; 1 fined \$25; 5 each fined \$1 and costs; 1 fined \$2 and costs; 4 fined \$5 and costs each; 8 each \$3 and costs; 5 dismissed; 2 acquitted; 2 settled.
Assault to do great bodily harm less than murder.....	1	Bound over to Circuit Court; not yet tried.
Assault with intent to commit rape.....	3	One <i>nolle pros'd</i> ; 1 discharged by justice; 1 bound over to Circuit Court, not tried.
Attempt to commit arson.....	1	Acquitted.
Bastardy.....	2	One bound over to Circuit, not yet tried; 1 settled by marriage.

OTTAWA COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Burglary.....	1	Sentenced to State House of Correction for 2 years and 6 months.
Contempt of Court.....	1	Fined \$2 and costs.
Cruelty to animals.....	2	One dismissed; 1 fined \$5 and costs.
Defrauding hotel.....	2	One settled by parties; 1 sent to jail for 30 days.
Disturbing meeting.....	5	One fined \$2 and costs; 1 fined \$1 and costs; 1 dismissed; 1 fined costs; 1 committed to jail for 15 days.
Disorderly persons.....	107	Four suspended sentence; 1 gave bail for good behavior; 6 discharged; 1 appealed and settled; 1 fined \$3 and costs; 23 sent to jail for 5 days; 21 sent to jail for 10 days; 5 sent to jail for 20 days; 5 sent to jail for 30 days; 1 sent to jail for 25 days; 4 sent to jail for 15 days; 7 sent to jail for 12 days; 6 sent to jail for 8 days; 6 sent to jail for 7 days; 11 sent to jail for 6 days; 2 sent to jail for 14 days; 1 sent to jail for 16 days; 1 sent to jail for 18 days; 1 sent to jail for 60 days; 1 fined costs.
Drunk.....	82	Thirteen suspended sentence; 4 sent to jail for 3 days; 8 sent to jail for 5 days; 6 sent to jail for 6 days; 23 sent to jail for 10 days; 2 sent to jail for 12 days; 10 sent to jail for 15 days; 3 sent to jail for 20 days; 7 fined \$1 and costs; 3 fined \$5 and costs; 1 fined \$1.50 and costs.
Embezzlement.....	8	Two discharged; 1 bound over to Circuit, not yet tried.
False pretenses.....	2	Discharged.
Indecent exposure of person.....	1	Bound over to Circuit, not yet tried.
Keeping house of ill-fame.....	1	Prisoner escaped.
Larceny.....	26	Five dismissed; 2 acquitted; 1 sentenced to jail 20 days; 4 sent to jail 30 days; 1 sent to jail 40 days; 1 sent to jail 60 days; 2 sent to jail 85 days; 2 fined \$1 and costs; 1 fined \$5 and costs; 1 fined \$10 and costs; 1 <i>nolle pros'd</i> ; 3 sentenced to Reform School until 17 years of age; 1 discharged on payment of costs; 1 bound over to Circuit, not yet tried.
Larceny from dwelling.....	8	One acquitted; 1 sentenced 60 days; 1 sentenced to jail 10 days.
Larceny from store.....	2	Discharged.
Malicious injury to building.....	2	One acquitted; 1 fined \$4 and costs.
Malicious injury to fence.....	1	Acquitted.
Murder.....	1	Bound over to Circuit, not yet tried.
Practicing pharmacy without a license.....	1	Fined \$10 and costs.
Rape.....	4	Bound over to Circuit Court, not yet tried. All boys about 14 years old.
Seduction.....	2	One settled by marriage; 1 discharged.
Slander.....	2	One fined \$5 and costs; 1 fined \$10 and costs.
Surety to keep the peace.....	2	Gave bail to keep the peace in sum of \$100.
Trespass on land.....	4	One sent to jail 30 days; 3 dismissed.
Violation of fish law.....	5	One sent to jail 20 days; 2 sent to jail 5 days; 1 fined \$5 and costs, appealed, convicted in Circuit, carried to Supreme Court, conviction affirmed, and Judge suspended sentence; 1 fined \$5 and costs.

PROSECUTING ATTORNEYS.

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OTTAWA COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Violation of game law.....	2	Dismissed on payment of costs.
Violation of Sunday law.....	2	Fined \$5.
Violation of liquor law.....	18	Five fined \$25 each and costs; 1 sent 30 days to jail; 1 discharged; 2 dismissed on payment of costs; 2 acquitted; 3 appealed to Circuit, convicted; 1 sentenced to pay a fine of \$35 and costs and 10 days in jail; 1 sentenced to a fine of \$35 and costs and 10 days in jail; 1 sentenced to pay a fine of \$50 and costs; 1 did not appear and bond was estreated; 3 bound over to Circuit Court under new law, not yet tried.

PRESQUE ISLE COUNTY.

GRIFFIN COVEY, JR., *Prosecuting Attorney.*

Number of persons prosecuted, 10.

Charged with.	No.	The Result and the Punishment.
Assault and battery.....	4	Three convicted: 1 fined \$25 and costs and sentenced to Detroit House of Correction for 60 days; 1 fined \$3 and costs or 30 days in county jail; 1 fined \$5 and costs or 20 days in county jail; 1 acquitted.
Assault with intent to commit murder.....	1	Pending.
Embezzlement	2	One <i>nolle pros'd</i> ; 1 discharged on examination.
Larceny	1	Discharged on examination.
Violation of game law.....	2	One <i>nolle pros'd</i> ; 1 acquitted.

ROSCOMMON COUNTY.

HENRY H. WOODRUFF, *Prosecuting Attorney.*

Number of persons prosecuted, 40.

Charged with.	No.	The Result and the Punishment.
Assault and battery	10	One acquitted; 2 discharged on motion Prosecuting Attorney; 2 convicted and sentence suspended; 2 convicted, fined \$15.00 each and costs; 1 convicted and fined, \$1.00 and costs; 1 convicted and fined \$5.00 and costs, \$45; 1 convicted and fined \$10 and costs.
Assault, felonious.....	2	One discharged on motion of Prosecuting Attorney; 1 case dismissed for lack of evidence to bind over to Circuit Court.

ABSTRACTS OF REPORTS OF
ROSCOMMON COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Disorderly person.....	2	One convicted, sentence suspended; 1 (second offense) convicted and sentenced to pay a fine of \$50 or 90 days in Detroit House Correction.
Drunk on the public streets.....	10	Three convicted, sentenced to pay a fine of ten dollars and costs; 7 convicted on payment of costs, sentence suspended on condition of good behavior.
Game law, violation of	1	Tried and acquitted.
Indecent exposure of the person.....	1	Not tried, forfeited his bail.
Larceny from the person.....	2	Awaiting trial Circuit Court.
Larceny, grand.....	2	Awaiting trial Circuit Court.
Larceny, petit.....	6	Four convicted and sentence suspended; 1 convicted and fined \$10 and costs; 1 convicted and fined \$4 and costs.
Liquor law, violation of.....	2	One convicted and sentenced to pay fine \$25 and costs; 1 convicted, sentence suspended.
Malicious destruction of property.....	1	Convicted, sentence suspended on payment of costs.
Rape, attempt at.....	1	Bound over awaiting trial.
Violation of village ordinance	1	Convicted, sentence suspended.

SAGINAW COUNTY.

J. M. HARRIS, *Prosecuting Attorney.*

Number of persons prosecuted in Police and Justice Courts.....	828
Number of persons prosecuted in the Circuit Court.....	90
Total.....	916

Charged with.	No.	The Result and the Punishment.
Abortion.....	1	Discharged.
Adultery.....	3	One <i>nolle pro's'd</i> ; 1 discharged; 1 held for trial.
Arson	3	Discharged.
Assault	1	Fined \$100 and costs or 90 days State House of Correction.
Assault and battery.....	178	Thirty-two settled and paid costs; convicted, 1 fined 6 cents and costs; 3 fined 6 cents and costs or 10 days in county jail; 4 fined 6 cents and costs or 20 days in county jail; 1 fined 6 cents and costs or 50 days in county jail; 1 fined 11 cents and costs or 10 days in county jail; 5 fined \$1 and costs or 20 days in county jail; 2 fined \$1 and costs or 20 days in county jail; 1 fined \$1 and costs or 12 days in county jail; 1 fined \$1 and costs or 15 days in county

SAGINAW COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Assault and battery.....		5 fined \$1 and costs or 10 days in county 2 fined \$3 and costs or 20 days in county 2 fined \$9 and costs or 30 days in county 2 fined \$4 and costs or 30 days in county 1 fined \$6 and costs or 45 days in county 14 fined \$5 and costs or 20 days in county 2 fined \$1 and costs or 15 days in county 4 fined \$5 and costs or 30 days in county 2 fined \$5 and costs or 10 days in county 2 fined \$6 and costs or 20 days in county 7 fined \$10 and costs or 30 days in county 2 fined \$10 and costs or 60 days in county 1 fined \$10 and costs or 20 days in county 1 fined \$10 and costs or 90 days in county 1 fined \$11 and costs or 20 days in county 1 fined \$15 and costs or 40 days in county 1 fined \$15 and costs or 30 days in county 1 fined \$20 and costs or 60 days in county 1 fined \$20 and costs or 30 days in county 1 fined \$20 and costs or 20 days in county 1 fined \$25 and costs or 35 days in county 2 fined \$25 and costs or 30 days in county 2 fined \$25 and costs or 90 days in Detroit House of Correction; 1 fined \$50 or 90 days in Detroit House of Correction; 17 fined re- spectively \$10, \$15, \$20, \$25 and \$30 and costs or 90 days State House of Correction; 1 com- mitted to Reform School at Lansing; 1 <i>nolle</i> <i>pro'd</i> ; 1 sentenced to jail for 90 days; 20 ac- quitted; 25 discharged.
Assault with intent to do great bodily harm less than murder.....	7	Two held for trial; 1 settled; 4 discharged.
Assault with intent to rape.....	2	Discharged.
Assault with intent to murder.....	1	Held for trial.
Bastardy.....	7	One held for trial; 1 settled and paid costs; 1 discharged; 2 settled by marriage; 1 <i>nolle</i> <i>pro'd</i> .
Burning hay stack.....	1	Discharged.
Burning straw stack.....	1	Held for trial.
Carrying concealed weapon.....	4	One fined 6 cents and costs or 30 days in county jail; 1 fined \$10 and costs or 90 days in county jail; 1 fined \$20 and costs or 60 days in county jail; 1 fined \$30 and costs or 90 days in county jail.
Cruelty to animals.....	4	One fined \$1 and costs or 20 days in county jail; 1 fined \$5 and costs or 20 days in county jail; 1 fined \$25 and costs or 90 days in Detroit House of Correction; 1 discharged.
Defrauding hotel keepers.....	2	One settled and paid costs; 1 acquitted.
Disturbing religious meeting.....	2	One fined \$5 and costs or 20 days in county jail; 1 fined \$1 and costs or 10 days in county jail.
Disorderly persons.....	370	One fined \$50 and costs or 30 days in county jail; 1 fined \$15 and costs or 30 days in county jail; 1 fined \$3 and costs or 20 days in county jail; 2 fined \$25 and costs or 60 days in county jail; 9 fined \$25 and costs or 90 days in Detroit House of Correction; 14 fined \$50 and costs or 6 months in Detroit House of Correction; 5 fined \$50 and costs or 90 days in Detroit House of Correction; 8 fined \$100 and costs or 1 year in Detroit House of Correction; 1 fined \$10 and costs or 60 days in Detroit House of Cor- rection; 1 fined \$50 and costs or 90 days in Detroit House of Correction; 2 sentenced to State Industrial Home for Girls; 2 settled and paid costs; 4 discharged; 1 acquitted; 5 <i>nolle</i> <i>pro'd</i> ; 1 paid fine and costs.

ABSTRACTS OF REPORTS OF

SAGINAW COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Disorderly persons		<p>Drunks: Fifty-eight fined \$25 and costs or 90 days in Detroit House of Correction; 27 fined \$50 and costs or 6 months in Detroit House of Correction; 1 fined \$100 and costs or 6 months in Detroit House of Correction; 22 fined \$100 or 1 year in Detroit House of Correction; 4 fined \$50 and costs or 1 year in Detroit House of Correction; 1 fined 5 cents and costs or 10 days in county jail; 1 fined \$25 and costs or 30 days in county jail; 1 fined \$10 and costs or 30 days in county jail; 1 fined \$1 and paid; 1 settled and paid costs; 2 discharged.</p> <p>1</p>
		<p>Gaming: Three fined \$10 and costs or 90 days in Detroit House of Correction; 1 settled and paid costs; 1 discharged.</p> <p>Non-support: One fined \$100 and costs or 1 year in Detroit House of Correction; 4 fined \$25 and costs or 90 days in Detroit House of Correction; 1 fined \$50 and costs or 90 days in Detroit House of Correction; 1 fined \$10 and costs or 30 days in county jail; 1 fined \$10 and costs or 60 days in county jail; 3 settled and paid costs; 2 acquitted; 2 discharged; 1 did not appear.</p>
Embezzlement	10	One fined \$30 and costs or 60 days in county jail; 1 fined \$25 and costs or 90 days in Detroit House of Correction; 1 fined \$15 and costs or 60 days in county jail; 1 settled and paid costs; 2 held for trial; 2 discharged; 3 acquitted; 1 nolle pro's'd.
False pretenses.....	14	Seven settled and paid costs; 4 discharged; 1 did not appear; 2 held for trial.
Inducing to marry without parents' consent....	1	Held for trial.
Larceny.....	119	Seven fined \$25 and costs or 90 days in Detroit House of Correction; 1 fined \$5 and costs or 30 days in Detroit House of Correction; 1 fined \$50 and costs or 6 months in Detroit House of Correction; 2 fined \$15 and costs or 90 days in Detroit House of Correction; 2 fined \$10 and costs or 90 days in Detroit House of Correction; 1 fined \$20 and costs or 90 days State House of Correction at Ionia; 3 fined \$40 and costs or 90 days State House of Correction at Ionia; 3 fined \$15 and costs or 90 days State House of Correction at Ionia; 9 fined \$25 and costs or 90 days State House of Correction at Ionia; 2 fined \$20 and costs or 90 days State House of Correction at Ionia; 3 fined \$50 and costs or 90 days State House of Correction at

SAGINAW COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Larceny.....		<p> Ionia: 1 ft House of costs or 30 costs or 3 costs or 3 costs or 3 costs or 3 costs or 30 costs or 30 costs or 3 costs or 20 costs or 30 or 10 days 20 days trial Home Reform 3 nolle pros trial; 19 d </p>
Lottery	1	Nolle pros'd.
Malicious injury to personal property	3	One fined 6 cents and costs or 20 days in county jail; 1 fined \$1 and costs or 30 days in county jail; 1 held for trial; 4 acquitted; 1 discharged.
Malicious injury to dwelling.....	12	Two fined \$5 and costs or 30 days in county jail; 4 fined \$2 and costs or 10 days in county jail; 1 settled and paid costs; 3 acquitted, 2 discharged.
Maiming.....	1	Held for trial.
Poisoning horse.....	3	One held for trial; 1 discharged.
Perjury	3	Two bound over for trial; 1 discharged.
Resisting an officer.....	1	Settled and paid costs.
Seduction.....	2	Held for trial.
Selling mortgaged property.....	1	Settled and paid costs.
Selling toy pistols.....	1	Discharged.
Slander	24	<p> One fined \$10 and costs or 30 days in county jail; 1 fined \$1 and costs or 10 days in county jail; 2 fined \$10 and costs or 40 days in county jail; 1 fined \$25 and costs or 45 days in county jail; 1 fined \$50 and costs or 50 days in county jail; 1 fined \$1 and costs or 90 days in county jail; 1 fined 6c and costs or 10 days in county jail; 1 sentenced to 90 days in county jail; 5 settled and paid costs; 6 discharged; 3 acquitted; 1 escaped. </p>
Uttering counterfeit money.....	1	Held for trial.
Unhitching team.....	4	Two sentence suspended; 1 settled and paid costs; 1 fined \$50 and costs or 90 days in Detroit House of Correction.
Violating truant law.....	10	Seven sentenced to Reform School at Lansing; 2 sentence suspended; 1 sentenced State Industrial Home for Girls Adrian.
Violating fishing and game law.....	11	Three settled and paid costs; 2 discharged; 1 convicted and appealed; 1 acquitted; 1 fined \$10 and costs or 20 days in county jail; 2 fined 6c and costs or 5 days in county jail; 2 fined \$5 and costs or 30 days in county jail; 2 fined \$10 and costs or 40 days in county jail.
Violating liquor law.....	37	<p> One fined \$25 and costs or 90 days in county jail; 2 fined \$25 and costs or 90 days in county jail; 1 fined \$10 and costs or 10 days in county jail; 1 fined \$25 and costs or 60 days in county jail; 1 fined \$50 and costs or 90 days in county jail; 1 fined \$50 and costs or 60 days in county jail; 1 fined \$25 and costs or 90 days in county jail; 19 settled and paid costs; 6 acquitted; 3 discharged; 1 held for trial. </p>

ABSTRACTS OF REPORTS OF
SAGINAW COUNTY.—*Continued.*

Charged with.	No.	The Result and the Punishment.
IN CIRCUIT COURT, 90.		
Adultery.....	1	<i>Nolle pros'd.</i>
Arson	3	One acquitted; 1 <i>nolle pros'd.</i>
Assault and battery.....	10	Three paid fine and costs; 6 <i>nolle pros'd.</i> ; 1 acquitted.
Assault.....	1	<i>Nolle pros'd.</i>
Assault with intent to rob.....	1	Pending.
Assault with intent to do great bodily harm less than murder.....	4	One convicted, not yet sentenced; 1 convicted of assault and battery, and paid fine and costs; 1 convicted of assault and battery, sentence suspended; 1 <i>nolle pros'd.</i>
Bastardy.....	3	Two settled; 1 <i>nolle pros'd.</i>
Bigamy	1	Let go on own recognizance by court.
Burglary.....	8	One sentenced to State House of Correction 1 year; 2 convicted, not yet sentenced.
Burglars' tools with intent to use.....	1	Convicted, not yet sentenced.
Compounding felony.....	1	<i>Nolle pros'd.</i>
Cruelty to animals.....	1	Pending.
Disturbing religious meeting.....	1	<i>Nolle pros'd.</i>
Disorderly persons.....	3	One common drunkard, <i>nolle pros'd.</i> ; 2 common prostitutes, <i>nolle pros'd.</i>
Embezzlement.....	2	One acquitted; 1 <i>nolle pros'd.</i>
Exposing poison	1	<i>Nolle pros'd.</i>
False pretenses.....	4	Two guilty, sentence suspended; 1 <i>nolle pros'd.</i> ; 1 pending.
Fishing with nets.....	1	Pending.
Forgery.....	2	One guilty, not yet sentenced; 1 <i>nolle pros'd.</i>
Forgery and uttering.....	2	One sentenced House of Correction 6 months; 1 guilty, not yet sentenced.
Incest.....	1	One convicted, 2 years in State Prison.
Indecent exposure.....	1	Acquitted.
Keeping bawdy house.....	1	Convicted, sentence suspended.
Larceny.....	20	One guilty, not yet sentenced; 11 guilty, sentence suspended; 1 on recognizance, skipped; 1 guilty, sent 5 years State Prison; 1 guilty, sent 2 years State Prison; 5 <i>nolle pros'd.</i> ; 1 acquitted.
Larceny from the person.....	1	Escaped.
Libel.....	1	<i>Nolle pros'd.</i>
Maiming.....	1	Acquitted.
Marrying without consent of parents	1	Convicted, not yet sentenced.
Murder.....	1	Acquitted.
Passing counterfeit money.....	1	Paid fine and costs.
Perjury	4	All <i>nolle pros'd.</i>
Poisoning horse	1	<i>Nolle pros'd.</i>

SAGINAW COUNTY.—*Continued.*

Charged with.	No.	The Result and the Punishment.
Seduction.....	2	One convicted, awaiting sentence; 1 paid fine and costs.
Selling liquor to minor.....	1	Paid fine and costs.
Selling liquor on Sunday.....	1	Paid fine and costs.
Selling mortgaged property.....	1	<i>Nolle pros'd.</i>
Slander.....	5	<i>Nolle pros'd.</i>

SANILAC COUNTY.

WILLIAM H. BURGESS, *Prosecuting Attorney.*

Number of persons prosecuted, 50.

Charged with.	No.	The Result and the Punishment.
Arson..... [§]	2	Two pleaded guilty, and, being juvenile females, sentence was suspended, and the children put in charge of the State Agent for Corrections and Charities.
Assault and battery.....	15	Four convicted and fined \$25 and costs; 1 fined \$30 and 60 days in jail; 2 fined \$10 and costs; 1 fined \$4 and costs; 4 fined \$1 and costs; 1 discharged; 2 acquitted.
Assault with intent to murder.....	2	One discharged on examination; 1 awaiting trial.
Bastardy.....	1	Discharged upon examination.
Disorderly persons.....	1	Convicted and sent to jail 30 days.
Disposing of mortgaged property.....	1	Acquitted.
Disturbing religious meeting.....	3	One convicted and fined \$5 and costs; 2 fined \$2 each and costs.
Larceny.....	9	One convicted and sent to Detroit House of Correction for 1 year and 6 months; 1 sent to State House of Correction at Ionia for 6 months; 1 fined \$50 or 6 months in jail; 1 fined \$25 or 60 days in jail; 2 discharged on examination; 3 acquitted.
Obtaining property under false pretenses.....	4	One discharged; 3 awaiting trial.
Perjury.....	1	Respondent forfeited his bail.
Slander.....	8	One convicted and fined \$25 and costs; 1 fined \$5 and costs; 1 acquitted.
Trespass, willful.....	1	Convicted and fined 6 cents and costs.
Unhitching horse tied in the public highway and driving it away.....	1	Convicted and fined \$1 and costs.
<i>Violation of Liquor Law:</i>		
(a) Selling liquor without having paid the tax.....	2	One convicted and fined \$25 and costs; 1 fined \$25 and costs and 10 days in jail.
(b) Selling liquor to intoxicated person.....	1	Acquitted.
(c) Selling liquor on legal holiday.....	3	Convicted and fined \$25 each and costs.

ABSTRACTS OF REPORTS OF

SHIAWASSEE COUNTY.

STEARNS F. SMITH, *Prosecuting Attorney.*

Number of persons prosecuted, 72.

Charged with.	No.	The Result and the Punishment.
Assault and battery.....	22	Tried and acquitted, 6; tried and convicted, 14. One fined \$6 and \$15 costs or 65 days in Detroit House of Correction; 1 fined \$6 and \$24 costs; 1 sentenced to Reform School at Lansing until 17 years of age; 1 fined \$5 and \$3.95 costs; 1 fined \$1 and \$5 costs; 2 fined \$5 and \$8.75 costs each; 1 fined \$5 and \$7 costs or 25 days in jail; 1 fined \$1 and \$5.50 costs or 10 days in jail; 1 sentenced to 70 days in Detroit House of Correction; 1 fined \$10 and \$15.25 costs or 60 days in jail; 1 fined \$25 or 60 days in jail; 1 fined \$18 or 30 days in jail; 1 fined \$10 and \$15.20 costs or 30 days in jail; two discharged.
Assault with intent to do great bodily harm, less than murder.....	2	One <i>nolle pros'd</i> ; 1 pending.
Bastardy.....	4	One forfeited recognizance; 1 discontinued; 1 convicted and ordered to pay to Superintendents of the poor, for use of child, \$2 per week, until child is 14 years old, and give bonds in \$1,000 to secure payment; 1 pending.
Conspiracy.....	1	Pending.
Disorderly persons.....	3	Two acquitted; 1 convicted and sentenced to 30 days in jail.
Disturbing religious meeting.....	1	Discharged by magistrate.
Embezzlement.....	1	<i>Nolle pros'd</i> .
False pretenses.....	3	One acquitted; 1 tried and convicted but not yet sentenced; 1 pending.
Fish-killing and spearing.....	3	Two acquitted; 1 convicted and fined \$10 or 10 days in jail.
Forgery.....	1	Discontinued.
Intoxicating liquors—selling to drunkards, etc	1	Convicted, sentenced to fine of \$50 and \$17 costs or 60 days in jail.
Larceny.....	16	Convicted, 7. One sentenced to Reform School at Lansing until 18 years old; one sentenced to fine of \$10 and \$25.26 costs or 30 days in jail; 1 sentenced to State Prison at Jackson for 2 years; 2 fined \$10 and \$20 costs each or 30 days in jail; 1 fined \$10 or 20 days in jail; 1 sentence suspended; 4 discharged; 1 reasons filed for not informing; 1 pending and 3 acquitted.
Manslaughter.....	2	One acquitted; 1 pending.
Murder.....	1	Convicted of murder in first degree—sentenced to State Prison at Jackson for life.
Selling without license.....	1	Convicted—fined \$100 or 30 days in jail.
Surety of the peace.....	2	One acquitted; 1 convicted and held to bonds for 1 year.
Slander.....	3	Acquitted, 2; 1 discharged.
Seduction.....	3	One convicted—sentenced to fine of \$300 or 3 years in State House of Correction at Ionia; 2 pending.
Trespass—malicious.....	2	Acquitted.

PROSECUTING ATTORNEYS.

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ST. CLAIR COUNTY.

B. C. FARRAND, *Prosecuting Attorney.*

Number of persons prosecuted, 263.

Charged with.	No.	The Result and the Punishment.
Aiding prisoner to escape	2	Acquitted.
Assault	1	Convicted and fined \$5 and costs.
Assault and battery	42	One convicted and sent to State House of Correction at Detroit 15 days; 2 sentenced to State House of Correction, 1 for 90 and 1 for 60 days; 1 sentenced to jail 30 days; 1 jail 15 days; 2 fined costs; 2 fined \$5 each; 2 fined \$7 and costs each; 2 fined 25 cents and costs; 1 fined \$1 and costs; 1 fined \$15 and costs; 1 fined \$20 and costs; 10 discharged under suspended sentence; 14 acquitted; 2 withdrawn.
Assault with intent to do great bodily harm....	2	One awaiting trial; 1 discharged.
Assault with intent to rape.....	1	Sentenced to Detroit House of Correction 90 days.
Assault with intent to murder	2	Held for trial in Circuit Court.
Bastardy	1	Complaint dismissed on failure of complaining witness to appear.
Burglary.....	3	Two acquitted; 1 pending.
Common drunkard.....	18	Seven sentenced to Detroit House of Correction, 5 for 60 days each, 1 for 90 days; 4 sentence suspended; 1 acquitted; 1 released on his own recognizance and did not appear.
Counterfeit coin, found in possession of.....	1	Discharged.
Counterfeit money, passing of.....	3	Pending in Circuit Court.
Defrauding hotel-keeper.....	1	Sentenced to Detroit House of Correction 60 days.
Disorderly persons.....	15	One sentenced to Reform School at Lansing; 2 sent to Industrial Home for Girls; 3 fined \$10 each and costs; 1 fined \$5 and costs; 4 acquitted; 1 sentence suspended.
Disturbing religious meeting.....	2	Acquitted.
Drunken	6	One sentenced to Reform School; 21 convicted and sentence suspended; 2 sent to jail 20 days each; 11 jail 10 days each; 1 jail 20 days; 2 jail 15 each; 15 fined \$5 each; 1 fined \$3.10; 3 fined \$3 each; 3 acquitted.
Embezzlement	2	Complaint withdrawn.
Fire-arms, careless use of	1	Acquitted.
Forgery	3	One convicted and fined \$10 and costs; 1 forfeited bail; 1 pending.
Getting property under false pretenses.....	3	One pending; 2 discharged.
Getting money under false pretenses.....	1	Acquitted.
Keeping house of ill-fame.....	2	One pending; 1 acquitted.
Keeping gaming table	3	One paid fine of \$50 and costs; 2 sentences suspended.

ABSTRACTS OF REPORTS OF
ST. CLAIR COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Larceny.....	49	Seven sentenced to State House of Correction 90 days each; 4 sent to Detroit House of Correction for 60 days each; 2 sent to Reform School; 1 sent to Industrial Home for Girls; 12 sentence suspended; 12 acquitted; 4 sent to jail, 10, 20, 30 and 30 days respectively; 6 paid costs and the following fines, viz.: 1 fine of \$10; 1 of \$20; 1 of \$1; 1 of \$5; 1 of 25 cents; 1 discontinued.
Larceny, grand.....	2	Awaiting trial.
Larceny from the person.....	1	Held for trial.
Malicious injury to house.....	4	Acquitted.
Obtaining board under false pretenses.....	1	Acquitted.
Obtaining signature to draft under false pretenses.....	1	Convicted.
Perjury.....	1	Pending.
Polygamy or bigamy.....	1	Discontinued.
Prostitute, common.....	5	Two convicted and sentence suspended; 1 sent to jail 30 days; 2 discharged.
Profane language.....	1	Fined \$5 and costs.
Rape.....	2	One sentence suspended; 1 discontinued.
Robbery.....	1	Discharged.
Robbery from the person.....	2	One sentenced to the State Prison 6 years; 1 pending.
Slander.....	6	Four acquitted; 1 jury disagreed; 1 fined \$25.
Uttering counterfeit bill.....	1	Discharged.
Vagrancy.....	11	Seven sent to Detroit House of Correction 60 days each; 1 fined costs; 2 sentence suspended; 1 acquitted.
<i>Violation of liquor law:</i>		
(a) Keeping saloon open on Sunday.....	2	One fined \$25 and costs; 1 pending.
(b) Keeping saloon open after hours.....	1	Acquitted.
(c) Selling liquor without license.....	4	Three acquitted; 1 jury disagreed.
(d) Selling liquor on Sunday.....	2	One paid fine of \$31.50; 1 discontinued.

ST. JOSEPH COUNTY.

FREDERICK W. KNOWLEN, *Prosecuting Attorney.*

Number of persons prosecuted, 122.

Charged with.	No.	The Result and the Punishment.
Adultery.....	2	One discharged on examination; 1 pending trial in Circuit Court.
Arson.....	2	One acquitted; 1 convicted and sentenced State Prison 18 years.
Assault.....	1	Discharged on examination.
Assault and battery.....	20	Twenty convicted and punished as follows: 2 fined \$10 and costs each or 30 days in county jail; 1 fined \$10 and costs or 20 days in county jail; 4 fined \$5 and costs each or 30 days in county jail; 4 fined \$5 and costs each; 1 fined \$50 or 90 days in county jail; 1 fined \$3 and costs or 10 days in county jail; 2 fined \$1 and costs each or 30 days in county jail; 1 fined costs only; 1 fined 60 days in county jail; 3 fined \$3 each and costs; 3 compromised by parties and costs paid; 1 discharged by Pros. Atty. no security for costs being given; 1 jury disagreed then <i>nolle pros'd</i> ; 4 acquitted.
Assault with int. to do great bodily harm less than murder.....	1	Pending trial in Circuit Court.
Bastardy.....	3	One discharged on examination; 2 held for trial, infants having died, cases dismissed, 1 paying costs, other not.
Burglary.....	4	One pending in Circuit Court; 3 convicted and each sentenced to House of Correction at Ionia for 1 year and 3 months.
Disorderly persons.....	7	All convicted and sentenced, viz: 2 fined \$50 each or 30 days county jail; 1 fined \$10 or 10 days county jail; 1 fined \$5 and costs; 1 sent to Industrial Home for Girls until 21; 2 fined \$5 each and costs.
Embezzlement.....	1	Pending in Circuit Court.
False pretenses.....	1	Pending in Circuit Court.
Forgery.....	1	Convicted and sentenced to State House of Correction for 2 years.
Horse stealing.....	1	Pending in Circuit Court.
Larceny.....	27	Six dismissed on examination; 1 escaped from officer; 1 forfeited recognizance; 16 convicted and punished, to wit: 1, 10 days in jail; 1, 20 days in jail; 1, 60 days in jail; 1, fined \$15 and costs or 90 days county jail; 3, 90 days each House Correction at Ionia; 2 fined \$5 and costs each; 3 fined \$10 and costs each; 2 State Reform School, Lansing, until 17; 1 Industrial Home for Girls until 21; 90 days State Home of Correction; 3 acquitted.
Lewd and lascivious cohabitation.....	2	Convicted and sentenced viz: 1 sentence suspended; 1 to State House of Correction for 1 year.
Malicious delivery of explosives.....	2	One convicted and released on suspended sentence and payment of costs; 1 discharged on examination.

ABSTRACTS OF REPORTS OF
ST. JOSEPH COUNTY.—Continued

Charged with.	No.	The Result and the Punishment.
Malicious trespass.....	9	One convicted but returned to father by State Agent; 4 discharged on payment of costs; 2 dismissed on examination; 1 acquitted; 1 convicted and sentenced House Correction 90 days.
Mayhem.....	1	Convicted and sentenced to pay fine of \$20 and \$40 costs or 8 months in jail.
Neglect to maintain family.....	1	Acquitted.
Negligent escape.....	1	Pending in Circuit Court.
Perjury.....	2	One convicted and sentenced to the State House of Correction for 2 years; 1 discharged on examination.
Rape.....	1	Dismissed on examination.
Receiving stolen property knowingly	1	Convicted and sentenced to pay a fine of \$120 and \$40 costs or 6 months in county jail.
Resisting officer.....	1	Discharged on examination.
Slander.....	4	Two convicted and fined \$25 and costs; 1 dismissed by Justice on payment of costs; 1 acquitted.
Sureties to keep peace.....	5	Three acquitted; 1 discharged on petition of complainant and on payment of costs; 1 convicted, sentenced to pay costs and give \$500 bond for 1 year or stand committed.
Truancy.....	1	Convicted and sentenced to Reform School, Lansing until 17.
Unlawful possession burglars' tools.....	2	<i>Nolle pros'd.</i>
Uttering counterfeit coin	1	Discharged on examination.
Violation fish and game law.....	7	Five convicted and sentenced, to wit; 1 fined \$5 and costs; 1 fined \$10 and costs; 1 fined \$50; 2 fined \$20 and costs each; 2 acquitted.
Violation of liquor law.....	5	Three acquitted; 1 discharged; 1 convicted and fined \$20 and costs.

TUSCOLA COUNTY.

Theron W. Atwood, Prosecuting Attorney.

Number of persons prosecuted, 44.

Charged with.	No.	The Result and the Punishment.
Assault and battery.....	18	One convicted, fined \$25 and costs or 60 days in jail; 4 convicted, fined \$5 and costs; 1 convicted, fined \$4 and costs; 1 convicted, fined \$3 and costs; 1 convicted, fined \$18; 2 convicted, sent to county jail for 90 days; 1 convicted, sentence suspended; 2 acquitted.
Bigamy	1	Convicted, sentenced to 3 years at Jackson.
Conspiracy	1	Pending.

PROSECUTING ATTORNEYS.

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TUSCOLA COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Disorderly persons.....	5	Two convicted, sentenced to county jail for 90 days; 1 convicted, sentenced to pay cost of suit, \$4.15, and give recognizance for good behavior, recognizance given; 1 convicted, fined \$5 or 40 days in county jail; 1 convicted, fined \$5 or 30 days in county jail.
Enticing female under the age of 16 years for the purpose of prostitution.....	1	Acquitted.
False pretenses.....	2	Pending.
Larceny from the person.....	1	One convicted, sent to Ionia for 1 year.
Larceny.....	15	Three convicted, sentenced to State House of Correction, 1 for one year and 3 months; 2 for 1 year each; 1 convicted, sentenced to Reform School at Lansing; 1 convicted, sentenced to pay fine of \$40 or 45 days in county jail; 5 convicted, sentenced to pay fine of \$5 each; 1 convicted, sentenced to pay fine of \$15.50 or 20 days in county jail; 1 convicted, sentenced to pay fine \$16.10 or 30 days in county jail; 1 pending; 2 acquitted.
.....ander.....	1	Convicted, sentenced to pay fine of \$7.25 or 20 days in county jail.
Truancy.....	1	Convicted, sentenced to Reform School at Lansing.
Violation of liquor law.....	2	One convicted, sentenced to pay fine of \$35 and costs, \$17.03 or 90 days in county jail; 1 convicted, sentenced to pay fine of \$25 and costs of \$11.10.
Obstructing railroad track.....	1	Acquitted.

VAN BUREN COUNTY.

ALONZO H. CHANDLER, *Prosecuting Attorney.*

Number of persons prosecuted, 71.

Charged with.	No.	The Result and the Punishment.
Abduction.....	1	Convicted and sentenced to State Prison for 3 years.
Adultery.....	2	Discharged.
Assault.....	1	Acquitted.
Assault and battery.....	11	One fined \$15 and costs; 1 fined \$3 and costs; 1 fined \$1 and costs, or in default 30 days in jail each; 1 fined \$15 and costs or 60 days in jail; 1 fined \$5 and costs; 1 fined 6 cents and costs; 3 discharged on satisfaction filed and payment of costs; 2 discharged.
Assault with intent to murder.....	1	Convicted and sentenced to State Prison 6 years.
Assault with intent to rape.....	1	Discharged on examination.

ABSTRACTS OF REPORTS OF
VAN BUREN COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Assault with intent to do great bodily harm.....	7	One convicted of assault and battery and sentenced to State House of Correction 90 days and pay a fine of \$100; 4 acquitted; 2 pending.
Bastardy.....	2	Pending.
Bonds to keep the peace.....	1	Discharged.
Burglary.....	8	One convicted and sentenced to Detroit House of Correction 1½ years; 2 pending.
Carrying concealed weapons.....	2	One convicted, fined \$10 and costs or 30 days jail; 1 pending.
Disorderly	5	One sent jail 5 days; 1 fined \$1; 1 fined \$15; 1 fined \$10 and costs; 1 fined 6 cents.
Disturbing religious meetings.....	4	All convicted, fined \$2 and costs each.
Drunkenness.....	8	One sent to jail 15 days; 2 fined \$5 each and costs or 20 and 25 days jail respectively.
Embezzlement	1	Convicted and fined \$1 and costs.
Keeping gaming room and table.....	2	One pending; 1 discharged.
Larceny.....	16	Twelve convicted, of whom 1 was sentenced to State Prison for 3½ years; 1 sentenced to State House of Correction 90 days; 1 sent to Reform School; 1 sent to Industrial Home for Girls; 1 turned over to Agent of State Board of Charities; 1 fined \$1, 2 fined \$5 each, 2 fined \$10 and costs each; 1 fined costs; 3 discharged; 1 acquitted; 1 sentence suspended.
Misdemeanor.....	1	Sentenced to jail 60 days.
Murder.....	2	Both convicted and sentenced to State Prison, 1 for 23 years and one for 17 years.
Resisting an officer.....	1	Discharged.
Seduction.....	1	Pending.
Violation of game law.....	1	Discharged.
Violation of liquor law.....	2	One acquitted; 1 fined \$25 and costs or 60 days jail.

WASHTENAW COUNTY.

E. B. NORRIS, *Prosecuting Attorney.*

Number of persons prosecuted : In Circuit Court, 28. In Justice Court, 201. Total, 229.

Charged with.	No.	The Result and the Punishment.
IN CIRCUIT COURT.		
Arson.....	1	Pending.
Assault and battery.....	2	Dismissed.
Assault with intent to do bodily harm.....	1	Pending.
Assault with intent to kill.....	1	Dismissed.

WASHTENAW COUNTY. — *Continued.*

Charged with.	No.	The Result and the Punishment.
Burglary.....	6	Two sentenced to State Prison, 1 for 5 years and 1 for 4 years; two sentenced to State House of Correction, 1 for 1 year and one for 8 years; 1 dismissed and one pending.
Forgery	1	Sentenced 5 years at State House of Correction.
Larceny from dwelling.....	1	Sentenced to 15 months at State House of Correction.
Larceny from person.....	3	Sentenced to State House of Correction, 1 for 5 years; 1 for 6 months; 1 for 2 years.
Larceny, simple.....	6	Four convicted; 1 sentenced to State Prison 6 months; 1 sentenced to State House of Correction 1 year; 1 sentenced to Detroit House of Correction 1 year; 1 paid costs; 1 forfeited recognizance.
Slander (criminal).....	2	Dismissed.
Uttering forged paper.....	1	Forfeited recognizance.
Violation of new liquor law	1	Pending.
IN JUSTICE COURT.		
Assault and battery.....	58	Convicted 48, of whom one was sent to State House of Correction for 90 days; 1 sent to Detroit House of Correction 90 days; the following paid costs and fines as below, viz.: 2 of \$25; 1 of \$15; 5 of \$10; 2 of \$5; 5 of \$3; 6 of \$1; 14 fined costs only; 3 gave security to keep the peace; 5 sent to jail for 30 days; 2 sentence suspended; 4 dismissed; 6 acquitted.
Assault with intent to do bodily harm.....	1	Pending.
Burglary.....	6	Held for trial.
Burning.....	3	One held for trial; 2 discharged.
Careless use of fire arms.....	1	Dismissed.
Carrying concealed weapons.....	1	Fined \$4 and costs.
Cruelty to animals.....	1	Acquitted.
Disorderly.....	39	Convicted 36, of whom 12 sent to jail 20 days each; 13 jail 10 days; 1 jail 60 days; 2 jail 15 days; 1 sent to Industrial Home for Girls; 1 paid costs; 3 discharged; 3 sentence suspended.
Disturbing public meeting.....	3	One fined \$1 and costs; 1 dismissed.
Drunk in public place.....	22	Convicted; 2 paid \$1 and costs; 1 paid costs; 5 sent to jail 20 days each; 5 jail 30 days; 6 jail 10 days; 3 jail 15 days.
Embezzlement	2	Acquitted
False pretenses.....	3	Dismissed.
Forgery and uttering forged paper.....	6	Four held for trial; 2 discharged.
Gambling.....	1	Sentenced to State House of Correction 90 days.
Larceny.....	27	Five sentenced to State House of Correction 90 days each; 1 sent to Detroit House of Correction 60 days; 1 sent to Reform School; 1 sent to Industrial Home for Girls; 1 paid \$3 and costs; 2 sent jail 30 days; 3 appealed; 4 acquitted; 2 dismissed; 6 held for trial.
Malicious injury to building.....	2	One sentenced to State House of Correction 90 days; 1 discharged.

ABSTRACTS OF REPORTS OF WASHTENAW COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Not burying dead animal.....	1	Fined costs.
Slander—criminal.....	4	One paid fine of \$10 and costs; 1 fined costs; appealed and was dismissed.
The unlawful practice of dentistry.....	1	Fined costs.
Violating liquor law.....	18	Four fined \$25 and costs each; 1 pending; 7 dismissed; 1 acquitted.
Violating game law.....	6	Three fined costs; 3 fined \$1 and costs each.

WAYNE COUNTY.

GEORGE F. ROBINSON, *Prosecuting Attorney.*

Whole number of persons prosecuted, 9,876; In Courts of Record, being the Circuit Court and the Recorder's Court of the city of Detroit, 402; In Justices' Courts, including the Police Court of the city of Detroit, 8,974.

Charged with.	No.	The Result and the Punishment.
CIRCUIT AND RECORDERS COURT.		
Abandoning infant child.....	2	Convicted, 1, Detroit House of Correction 3 years; <i>nolle pros'd</i> , 1.
Assault and battery (appeal).....	89	Pending, 32; <i>nolle pros'd</i> 2; acquitted, 3; convicted, 2, fined \$225.
Assaulting officer.....	4	Convicted, 3; 1 Detroit House of Correction 9 months; 1 fined \$50; 1 acquitted; 1 <i>nolle pros'd</i> .
Assault with intent to kill and murder.....	80	Convicted, 17; 3 State Prison 3 years; 1 State Prison 5 years; 1 State House of Correction 7 years; 2 Detroit House of Correction 3 years; 2 sentence suspended; 1 State Prison 7 years; 1 Detroit House of Correction 2 years; 1 Detroit House of Correction 1 year; 2 Detroit House of Correction 3 months; 2 awaiting sentence; acquitted 7; pending, 4; <i>nolle pros'd</i> 2.
Assault with intent to maim.....	1	<i>Nolle pros'd</i> .
Assault with intent to rape.....	2	Pending, 1; acquitted, 1.
Assault with intent to rob.....	1	Acquitted.
Attempt to commit burglary.....	1	Acquitted.
Attempt to commit larceny from the person....	1	Convicted, 1, Detroit House of Correction 9 months.
Being armed with concealed dangerous weapons.....	4	Convicted; 3 fined \$225; 1 Detroit House of Correction 60 days.
Breaking and entering dwelling house in day time with intent to commit larceny.....	5	Convicted, 5; 2 State House of Correction 2 years; 1 State House of Correction 4 years; 1 Reform School until 17 years old.
Breaking and entering rail road freight car in day-time with intent to commit larceny.....	8	Convicted, 2; 1 Reform School until 17 years old; 1 State House of Correction 2 years; 1 <i>nolle pros'd</i> .

WAYNE COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Breaking and entering school house in night time with intent to commit larceny	1	Convicted, 1, Detroit House of Correction 2 years.
Breaking and entering shop in night-time with intent to commit larceny	7	Convicted, 7; 3 State Prison 5 years; 1 State Prison 8 years; 1 State House of Correction 5 years; 1 State House of Correction 2 years; 1 Detroit House of Correction 3 years.
Burglary	19	Convicted, 16; 1 State Prison 20 years; 1 State Prison 15 years; 1 State Prison 3 years; 1 State Prison 7 years; 1 State Prison 10 years; 1 State Prison 9 years; 1 State House of Correction 2 years; 3 Detroit House of Correction 5 years; 1 State House of Correction 3 years; 1 sentence suspended; 3 escaped from jail before sentence; 1 awaiting sentence; 2 acquitted; 1 pending.
Bastardy	10	Pending.
Concealing mortgaged property with intent to defraud	1	<i>Nolle pros'd.</i>
Disorderly person (appeal)	1	Acquitted.
Embezzlement	5	<i>Nolle pros'd.</i>
Enticing female child for purposes of prostitution	2	Convicted, 2; 1 State House of Correction 3 years; 1 awaiting sentence.
False pretenses	6	Convicted, 2; 1 State Prison 5 years; 1 State Prison 8 years; 2 pending; 2 <i>nolle pros'd.</i>
Indecent exposure of person	1	Pending.
Juvenile disorderly persons (truancy)	23	Convicted, 23, and sent to reform school until 16 years old; <i>nolle pros'd.</i> 4.
Keeping house of ill-fame	1	Convicted, fined \$150.
Larceny of property valued at more than \$25	61	Convicted, 35; 1 State Prison 4 years; 1 State Prison 2 years; 2 Detroit House of Correction 3 months; 1 State House of Correction 5 years; 4 State House of Correction 3 years; 3 sentence suspended; 2 Detroit House of Correction 2 years; 2 State House of Correction 1 year; 2 Detroit House of Correction 3 years; 1 State Prison 3 years; 4 Detroit House of Correction 4 years; 1 Reform School until 17 years old; 4 State Prison 5 years; 1 Detroit House of Correction 1 year and 6 months; 1 Detroit House of Correction 3 years and 6 months; 2 Detroit House of Correction 1 year; 1 State House of Correction 3 years and 6 months; 2 convicted awaiting sentence; acquitted, 9; pending, 7; <i>nolle pros'd.</i> 10.
Larceny of property valued less than \$25 (appeal)	11	<i>Nolle pros'd.</i> 1; pending, 10.
Larceny from the person	18	Convicted, 10; 1 State House of Correction 5 years; 2 State Prison 4 years; 1 State House of Correction 4 years; 1 Detroit House of Correction 6 months; 1 Detroit House of Correction 3 years; 1 State Prison 3 years; 1 Detroit House of Correction 5 years; 1 Detroit House of Correction 2 years; acquitted, 4; pending, 4.
Larceny in dwelling house in day-time	19	Convicted, 13; 2 State House of Correction 3 years; 1 State Prison 2 years; 1 Detroit House of Correction 3 months; 1 sentence suspended; 1 State House of Correction 4 years; 2 State Prison 3 years; 1 Detroit House of Correction 1 year; 2 Detroit House of Correction 2 years; 2 State House of Correction 2 years and 6 months; acquitted, 3; pending, 3.
Larceny in office in day-time	1	Convicted: Detroit House of Correction 4 years

ABSTRACTS OF REPORTS OF
WAYNE COUNTY.—Continued.

Charged with.	No.	The Result and the Punishment.
Larceny in store in day-time.....	11	Convicted, 7; 2 Detroit House of Correction 3 months; 2 Detroit House of Correction 1 year; 2 State Prison 3 years; 1 State Prison 4 years; acquitted, 3; pending, 1.
Malicious injury to property (appeal).....	8	Pending.
Manslaughter.....	4	Acquitted, 1; <i>nolle pros'd</i> , 3.
Murder.....	6	Convicted, 1, State Prison for life; acquitted, 3; pending, 2.
Not closing saloon after 10 o'clock (appeal).....	15	Convicted, 2, fined \$30; acquitted, 2; pending, 11.
Not closing saloon on legal holiday.....	1	Acquitted.
Not closing saloon on Sunday (appeal).....	10	Convicted, 2, fined \$34; pending, 8.
Not closing saloon on election day (appeal).....	1	Convicted, 1, fined \$22.
Not paying liquor tax (appeal).....	4	Convicted, 2, fined \$120; pending, 2.
Perjury.....	1	<i>Nolle pros'd</i> .
Permitting stand to be used by public without certificate (appeal).....	1	Acquitted.
Permitting daughter to become prostitute.....	1	Acquitted.
Personating officer.....	1	<i>Nolle pros'd</i> .
Polygamy.....	2	Convicted, 2; 1 Detroit House of Correction 5 years; 1 State Prison 4 years.
Procuring female to enter house of prostitution.....	1	Pending.
Receiving stolen property.....	2	Acquitted.
Rioting.....	21	Pending, 20; convicted 1; 1 Detroit House of Correction 1 year.
Robbery.....	18	Convicted, 14; 1 State Prison 5 years; 2 State Prison 7 years; 2 State Prison 4 years; 1 escaped before sentence; 2 State Prison 3 years; 1 Detroit House of Correction 3 years; 3 Detroit House of Correction 4 years; 2 Detroit House of Correction 2 years; acquitted, 2; pending, 2.
Throwing missile at railroad train.....	1	Pending
Uttering forged instrument.....	4	Convicted, 1, sentence suspended; pending, 2; acquitted, 1.
Total.....	402	

The following cases were disposed of in the Justices' Courts, including the Police Court of Detroit.

Assault and battery.....	834	
Assault.....	41	
Assault with intent to murder.....	22	
Assault with intent to do great bodily harm.....	18	
Assault with intent to rape.....	2	
Attempt to commit larceny from the person.....	2	
Arson.....	1	
Attempt to break and enter dwelling house in day-time.....	2	
Attempt to rape.....	2	
Abduction.....	1	

WAYNE COUNTY.—*Continued.*

Charged with.	No.
Adultery.....	8
Bastardy.....	26
Burglary.....	11
Breaking and entering dwelling house in night-time.....	4
Breaking and entering dwelling house in day-time.....	7
Breaking and entering R. R. car in day-time....	8
Breaking and entering factory in night-time....	2
Breaking and entering store in night-time.....	4
Breaking and entering shop in night-time.....	8
Bigamy.....	2
Cruelty to animals....	8
Conveying instruments of escape into jail.....	1
Carrying concealed weapons.....	6
Careless use of firearms.....	2
Conspiracy.....	1
Disorderly persons	6585
Disturbing religious meetings.....	8
Driving horse away.....	4
Defrauding hotel keeper.....	1
Embezzlement.....	31
Enticing child.....	8
Endangering safety of railroad travelers.....	1
Exciting disturbance at election.....	1
Furnishing liquor to prohibited persons.....	1
Forgery	8
False pretenses.....	18
Fraudulent removal of mortgaged goods.....	8
Grand larceny.....	46
Indecent exposure of person.....	1
Keeping house of ill-fame.....	1
Libel	1
Larceny from person.....	15
Larceny in dwelling house in day-time.....	15
Larceny in store in day-time.....	2
Larceny in office in day-time.....	1
Larceny by false personation.....	1
Lottery.....	1
Malicious injury to personal property.....	20
Malicious injury to building.....	44

ABSTRACTS OF REPORTS OF WAYNE COUNTY.—Continued.

Charged with.	No.	
Malicious injury to fence.....	1	
Mayhem.....	3	
Manslaughter.....	3	
Murder.....	2	
Not closing saloon on legal holiday.....	7	
Not closing saloon on Sunday.....	74	
Not closing saloon on election day.....	80	
Not closing saloon after 10 o'clock.....	87	
Not paying liquor tax.....	429	
Petit larceny.....	453	
Personating officer.....	1	
Perjury.....	3	
Rape.....	1	
Robbery.....	15	
Removing mortgaged goods.....	1	
Receiving stolen property.....	3	
Resisting officer.....	3	
Selling pistol to minor.....	2	
Selling liquor to minors.....	3	
Seduction.....	1	
Soliciting for prostitution.....	1	
Slander.....	18	
Threats.....	33	
Trespass in orchard.....	4	
Unlicensed drug dealer.....	2	
Violating game laws.....	6	
Violating law relative to physicians.....	2	
Violating building inspection law.....	1	
Total.....	8974	

DISPOSITION.

The foregoing causes in Justices' Courts were disposed of as follows:

Charged with.	No.	The Result and the Punishment.
Complaints dismissed.....	432	
Complaints withdrawn.....	179	
Acquitted and discharged.....	783	
Convicted.....	7518	
Pending.....	112	
Total.....	8974	

WAYNE COUNTY.—*Continued.*

DISPOSITION OF CONVICTED PERSONS.

Persons convicted in Justices' Courts were disposed of as follows:

Charged with.	No.
Sentenced to Detroit House of Correction for terms varying from 10 days to six months.....	1835
Sentenced to Reform school until 16 years of age.....	15
Sentence suspended.....	4356
Held for trial.....	195
Committed to State Industrial School for girls..	1
Appealed.....	29
Paid fines varying in amount from \$1 to \$105....	1087
Total.....	7518

• FINES PAID.

The total amount of fines and costs paid in Justices' Courts was.....\$16,248

WEXFORD COUNTY.

C. C. CHITTENDEN, *Prosecuting Attorney.*

Number of persons prosecuted, 60.

Charged with.	No.	The Result and the Punishment.
Assault and battery	13	Twelve convicted, 11 paid costs and following fines; 2 fined \$25 each, 5 each \$5, 1 fined \$3, 1 \$2.50, 2 each \$1; 1 sentence suspended; 1 acquitted.
Assault with intent to do great bodily harm....	1	Discontinued.
Rastardy.....	1	Settled by marriage of parties.
Breaking jail.....	1	Convicted and sent to State House of Correction 90 days.
burglary.....	5	One sentenced to State House of Correction 2 years; 1 acquitted; 3 pending.
Compounding medicine by unregistered pharmacist.....	1	Fined \$10 and costs.
Cruelty to animals.....	2	Discharged.
Defrauding hotel-keeper.....	1	Discontinued.
Disorderly under the statute	2	One sentenced to Detroit House of Correction 90 days; 1 compromised.
Disorderly under Chapt. 51 Howell Statutes....	1	Sentenced to Detroit House of Correction 60 days.

WEXFORD COUNTY.—*Continued.*

Charged with.	No.	The Result and the Punishment.
Disturbance on railroad train.....	2	One sentenced to State House of Correction 90 days; 1 fined \$25 and costs.
Drunk under statute of 1867.....	1	Sentenced to pay fine of \$5 and costs or 30 days jail.
Embezzlement	4	One paid costs and settled; 3 on trial.
Forgery.....	3	One on trial; 1 sentenced to 60 days jail; 1 discontinued.
Larceny.....	6	All convicted, 4 sentenced to State House of Correction, 3 for 90 days each; 1 for 6 months and to pay fine of \$75; 1 sent to Reform School; 1 fined \$3 and costs or ten days jail.
Larceny from the person.....	2	Both sentenced to State House of Correction, 1 for 3 years, 1 for 1½ years.
Malicious injury to personal property.....	3	Two acquitted; 1 fined \$25.
Practicing medicine without authority.....	1	Fined \$5 and costs.
Surety to keep the peace.....	3	One acquitted; 2 placed under bonds.
Vagrancy.....	2	Sentenced to Reform School.
Violating game law.....	1	Acquitted.
Violating liquor law.....	4	Two pending; 1 fined \$25 and costs; 1 fined costs.

FIFTEENTH ABSTRACT
OF THE
REPORTS OF SHERIFFS
RELATING TO THE
JAILS
IN THE
STATE OF MICHIGAN,
FOR THE NINE MONTHS ENDING JUNE 30, 1887.

BY AUTHORITY.

LANSING:
THORP & GODFREY, STATE PRINTERS AND BINDERS.
1888.

ABSTRACT.

TABLES I. TO X. INCLUSIVE;

EXHIBIT A,

AND

SCHEDULES A AND B.

CONTENTS.

EXHIBIT A.—Statements concerning the inmates of the jails for the nine months ending June 30, 1887, and the years 1886, 1885, 1884, and 1883.

TABLE I.—Number of prisoners remaining in the jails September 30, 1886, and the number in the jails October 1, 1886; number received and the total number and the average number in the jails during the nine months; average duration of imprisonment; whole number and number under eighteen years of age of each sex, and the per cent of each sex to the whole number of both sexes received.

TABLE II.—Whole number of prisoners received in the jails; total number, number of each sex, and number under eighteen years of age charged with high crimes and with minor offenses, with the per cent of each sex and of the number under eighteen years of age to the total of each class; number of witnesses, debtors, and insane and idiotic prisoners; per cent of number charged with high crimes and with minor offenses, respectively, to the whole number of prisoners received in the jails.

TABLE III.—Number of prisoners sent to State Prison, to State House of Correction, to Detroit House of Correction, to State Reform School, and to State Industrial Home for Girls, with per cent of each to whole number confined in the jails; number escaped, and number remaining in the jails at the close of the nine months.

TABLE IV.—Birthplaces of white, and number of black, mulatto and Indian prisoners.

TABLE V.—Parent-nativity of native white prisoners.

TABLE VI.—Number who could not read, and number who could not write, with per cent of each to the whole number received in the jails.

TABLE VII.—Cost of maintaining the jails.

TABLE VIII.—The total cost of maintaining the jails; the amount of traveling and other expenses incurred in arresting and taking prisoners to the jails, in taking them to penal and reformatory institutions, and certain expenditures not elsewhere shown, together with the total expense in arresting and detaining prisoners.

TABLE IX.—Number of days prisoners were confined in the jails; cost of keeping prisoners.

TABLE X.—City and village prisoners confined in jails.

SCHEDULE A.—Statements of Sheriffs relative to condition of jails, etc.

SCHEDULE B.—List of Sheriffs by Counties.

MICHIGAN
DEPARTMENT OF STATE,
Lansing, June 1, 1888. }

HON. CYRUS G. LUCE, *Governor of the State of Michigan:*

SIR:—As required by law, I herewith submit the Fifteenth Abstract of the Reports of the Sheriffs of this State, being for the nine months ending June 30, 1887.

Very respectfully,

GILBERT R. OSMUN,
Secretary of State.

TABLES.

EXHIBIT A.

Statement concerning the inmates of the jails for the nine months ending June 30, 1887, and for the years 1886, 1885, 1884, and 1883.

	Nine months ending June 30, 1887.	1886.	1885.	1884.	1883.
Number in the jails at the beginning of the year.....	306	402	326	370	314
Number received during the year.....	^a 7,160	18,101	11,304	12,172	11,109
Total number in the jails within the year.....	7,466	18,503	11,630	12,542	11,423
Number of days prisoners were confined in the jails during the year.....	^b 72,316	116,276	121,932	123,591	115,427
Average number of prisoners in the jails during the year.....	^c 235.07	318.56	314.36	337.68	318.95
Average duration of imprisonment in days.....	^c 13.76	10.68	10.61	10.27	10.96
Whole number of males received during the year.....	6,753	16,386	10,715	11,593	10,511
Number of males under 18 years of age..	317	410	376	372	436
Whole number of females received during the year.....	405	1,704	582	503	512
Number of females under 18 years of age	54	76	66	72	82
Per cent of males to total number of both sexes.....	94.35	90.58	94.85	95.84	95.36
Per cent of females to total number of both sexes.....	5.65	9.42	5.15	4.16	4.64
Total number charged with high crimes.	1,171	1,650	1,771	1,708	1,225
Number of males charged with high crimes.....	1,083	1,557	1,671	1,633	1,183
Number of females charged with high crimes.....	88	93	100	75	42
Number under 18 years of age charged with high crimes.....	75	57	127	55	78
Per cent of males charged with high crimes to the total number charged with high crimes.....	92.49	94.36	94.35	95.61	96.57
Per cent of females charged with high crimes to the total number charged with high crimes.....	7.51	5.64	5.65	4.39	3.43
Per cent of the number under 18 years of age charged with high crimes to the total number charged with high crimes..	6.40	3.45	7.17	3.22	6.37
Total number charged with minor offenses.....	5,806	16,031	9,309	10,074	9,595
Number of males charged with minor offenses.....	5,521	14,469	8,889	9,661	9,143
Number of females charged with minor offenses.....	285	1,562	420	413	452
Number under 18 years of age charged with minor offenses.....	233	873	442	325	364
Per cent of males charged with minor offenses to the total number charged with minor offenses.....	95.09	90.26	95.49	95.90	95.29
Per cent of females charged with minor offenses to the total number charged with minor offenses.....	4.91	9.74	4.51	4.10	4.71
Per cent of the number under 18 years of age charged with minor offenses to the total number charged with minor offenses.....	4.01	3.33	4.75	3.23	3.79
Number of witnesses.....	26	39	40	17	17
Number of debtors.....	27	33	23	25	60

^a Sex of two not reported.

^b See note "a" Table IX.

^c See note "b" Table I.

ABSTRACT OF THE ANNUAL REPORTS OF SHERIFFS.

EXHIBIT A.—CONTINUED.

	Nine months ending June 30, 1887.	1886.	1885.	1884.	1883.
Number of insane persons.....	127	245	178	147	169
Number of idiotic persons.....	8	7	2	3	5
Per cent of the total number charged with high crimes to the whole number com- mitted to the jails.....	16.27	12.13	17.49	16.85	11.88
Per cent of the total number charged with minor offenses to the whole number committed to the jails.....	81.23	85.86	80.37	81.22	86.36
Number sent to State Prison.....	170	291	284	209	162
Number sent to State House of Correction	852	580	949	1,101	663
Number sent to Detroit House of Correc- tion.....	178	248	258	281	430
Number sent to State Reform School....	94	126	106	155	98
Number sent to State Industrial Home for Girls.....	18	36	32	32	26
Per cent of number sent to State Prison to the whole number confined in the jails.....	22.78	1.57	2.27	2.14	1.42
Per cent of number sent to State House of Correction to the whole number con- fined in the jails.....	4.71	3.13	3.16	3.78	5.80
Per cent of number sent to Detroit House of Correction to the whole number con- fined in the jails.....	2.38	1.84	2.22	2.45	3.76
Per cent of number sent to State Reform School to the whole number confined in the jails.....	1.26	.74	.93	1.24	.86
Per cent of number sent to State Indus- trial Home for Girls to the whole num- ber confined in the jails.....	.17	.19	.28	.26	.23
Number escaped.....	27	83	29	47	66
Number remaining in the jails at the close of the year.....	290	290	382	335	380
BIRTHPLACES OF MALE PRISONERS.					
<i>(Exclusive of Blacks, Mulattoes and Indians.)</i>					
United States.....	3,115	4,632	4,306	3,825	4,571
British America.....	581	991	871	655	796
England.....	511	526	591	544	607
Ireland.....	1,155	1,694	1,467	1,027	1,787
Scotland.....	120	226	214	175	216
Germany.....	300	622	561	565	714
Holland.....	118	156	115	168	127
Norway and Sweden.....	55	147	87	46	71
France.....	21	95	62	29	57
Miscellaneous.....	67	165	88	51	87
Unknown.....	105	209	599	150	109
Black males.....	122	126	133	131	161
Mulatto males.....	17	63	58	39	24
Indian males.....	28	43	46	40	34
Birthplace and color not reported, males	443	6,633	1,572	3,551	1,200
BIRTHPLACES OF FEMALE PRISONERS.					
<i>(Exclusive of Blacks, Mulattoes and Indians.)</i>					
United States.....	192	220	230	177	233
British America.....	40	34	33	25	21
England.....	16	12	16	33	17
Ireland.....	63	78	59	47	59
Scotland.....	4	3	4	5	3
Germany.....	17	28	34	28	17
Holland.....	16	6	-----	1	8
Norway and Sweden.....	5	2	1	2	4
France.....	8	1	7	5	2
Miscellaneous.....	8	9	9	1	3
Unknown.....	-----	18	37	5	3
Black females.....	29	9	15	8	9
Mulatto females.....	1	9	3	3	4
Indian females.....	3	1	1	5	2
Birthplace and color not reported, females	9	1,278	183	158	117
Birthplace, color and sex not reported....	2	11	7	73	36

EXHIBIT A.—CONTINUED.

	Nine months ending June 30, 1887.	1886.	1885.	1884.	1883.
PARENT-NATIVITY OF NATIVE WHITE PRISONERS, SO FAR AS REPORTED.					
Foreign-born fathers and mothers.....	860	1,577	1,175	779	904
Foreign-born fathers and native mothers.....	102	267	105	161	173
Foreign-born mothers and native fathers.....	69	167	72	111	170
Number who could not read	479	659	807	888	705
Per cent of the number who could not read to the whole number received in the jails.....	6.58	7.00	8.00	8.98	7.76
Number who could not write.....	579	831	1,095	1,202	904
Per cent of the number who could not write to the whole number received in the jails.....	8.32	8.87	10.88	12.12	9.95
Paid to sheriffs for board and keeping of prisoners.....	\$56,098 06	\$106,016 48	\$92,235 81	\$91,390 42	\$93,514 28
Paid for medical attendance.....	1,333 90	2,030 15	2,333 63	2,677 30	2,624 00
Paid for clothing.....	613 45	781 55	766 42	1,039 69	867 02
Paid for repairs of the jails.....	4,875 05	12,516 43	15,125 03	12,358 97	10,416 24
Paid for furniture.....	524 73	922 24	838 22	482 23	897 30
Paid for all other necessary supplies.....	5,486 72	12,808 80	4,797 25	4,982 68	5,507 24
Total cost of maintaining the jails.....	^a \$68,931 91	\$135,136 10	\$116,095 86	\$112,931 29	\$113,826 17
Traveling and other expenses incurred in arresting and taking prisoners to the jails.....	15,885 13	23,916 55	20,980 21	26,754 61	24,792 41
Expended in taking prisoners to penal and reformatory institutions.....	9,719 99	12,563 18	15,793 92	16,468 95	10,101 69
Other expenditures.....	1,707 50	1,997 20	2,545 99	989 90	1,886 87
Total expenses of arresting and detaining prisoners.....	^a \$96,244 53	\$173,613 03	\$164,415 98	\$157,124 75	\$150,607 14
Cost per week for board and keeping of each prisoner in the jails.....	^b 4 96	5 03	4 98	5 01	5 06
Average cost of each prisoner confined in the jails.....	^c 8 78	6 74	9 36	10 10	9 56
Number of prisoners confined in the jails under city and village ordinances.....	1,458	2,092	2,097	2,476	2,110
Amount received by sheriffs for boarding city and village prisoners.....	\$3,725 21	\$6,436 98	\$6,630 81	\$9,245 52	\$7,781 40

^a See note "a" Table VII.
^b See note "b" Table IX.
^c See note "c" Table IX.

TABLE I.

Showing, for the State and Counties, the number of prisoners in the jails September 30, 1886, and on October 1, 1886; the number received, and the total number and average number in the jails during the nine months; the average duration of imprisonment, in days; the whole number, and the number under eighteen years of age, of each sex, and the per cent of each sex to the whole number of both sexes received; for the nine months ending June 30, 1887.

State and Counties.	Prisoners.											
	No. remaining in the jails, Sept. 30, 1886.	No. in the jails at the beginning of the nine months.	No. received during the nine months.	Total No. in the jails within the nine months.	Average No. in the jails during the nine months.	Average duration of imprisonment in days.						
	1	2	3	4	5	6					7	8
State.....	290	306	7,160	7,456	225.07	18.76						
Alcona.....	1	2	2	4	.38	22.50	2				100.	
Alger ¹	1	1	9	10	.74	20.20	9				100.	
Allegan.....	2	3	84	87			32	1	2		94.12	5.88
Alpena ²	2										100.	
Antrim.....	1		2	2	.09	12.50	2				100.	
Arenac ³			1	1	.03	7.	1				100.	
Baraga.....	2	2	19	21	1.31	17.06	19				100.	
Barry.....	3	3	35	38	.75	5.42	35				100.	
Bay ⁴	11	22	256	278	15.62	10.82	218	5	29	3	86.16	14.84
Benzie.....			5	5			5				100.	
Berrien.....	3	3	63	71	7.06	27.10	62	1	1		98.41	1.59
Branch ⁵	1	1	29	30	1.49	2.97	27		2		98.10	6.90
Calhoun.....	9	9	212	221	12.96	16.04	206	9	6	2	97.17	2.83
Case.....	6	4	56	60	8.66	15.08	56	2			100.	
Charlevoix.....	1	1	3	4	.60	41.25	2		1		66.67	33.33
Cheboygan.....	1	4	24	28	.84	8.18	24				100.	
Chippewa ²												
Clare ⁶	2	1	48	44	1.78	7.32	41		2		95.25	4.65
Clinton.....	2	1	29	30	1.70	15.50	26	4	3	1	89.66	10.34
Crawford.....			10	10	.44	11.90	10				100.	
Delta ⁴			25	25	5.21	37.72	18		7		72.	28.
Eaton.....	6	6	84	90	6.62	1.96	88		1		98.81	1.19
Emmet.....	1		3	3	.12	11.23	3				100.	
Genesee.....	7	7	546	553	7.80	3.75	531	15	15	2	97.25	2.75
Gladwin.....			6	6	.15	6.82	3		3		50.	50.
Gogebic.....		4	18	22	.73	9.09	18				100.	
G'd Traverse ¹		1	1	2	.27	24.50	1				100.	
Gratiot.....	6	6	85	91	.96	2.89	84	3	1		98.82	1.18
Hilldale.....	4	4	79	84	5.01	16.47	72	3	7	1	91.14	8.86
Houghton.....	2	2	55	56	3.82	19.05	47	3	6		88.68	11.32
Huron ⁴	3		14	14	1.23	15.00	10		4		77.78	22.22
Ingham.....	3	3	244	252	9.07	9.83	237	5	7	2	97.12	2.87
Ionia.....	11	11	439	450	16.25	9.86	431	14	3	1	96.18	3.82
Iosco.....	4	4	25	29	3.14	22.55	23		3		88.	12.
Iron ²												

¹ No jail. Use Marquette county jail.

² No report.

³ Sex of two not reported.

⁴ Exclusive of the counties of Alpena, Chippewa, Iron, Manistowick and Monroe from which no reports have been received; of Allegan, Benzie, Kalamazoo, Midland and Wayne which did not report number of days prisoners were confined; and of Bay, Branch, Clare, Delta, Grand Traverse, Huron, Macomb, Mason, Newaygo, Oakland, Oceana and St. Clair which reported for only six months.

⁵ No jail. Use Bay county jail.

⁶ Report from January 1, 1887.

TABLE I.—CONTINUED.

Counties.			Prisoners.								
			Total No. in the jails within the nine months.			Average No. in the jails during the nine months.			Average duration of imprisonment in days.		
			4	5	6	7	8	9	10	11	12
Isabella.....	1		18	18	.77	11.61	18			100.	
Jackson.....	9	9	316	325	11.11	9.84	176	14	40	87.34	12.66
Kalamazoo.....	16	15	778	793			724	29	54	99.08	6.94
Kalkaska.....	1		6	6	.16	7.83	6	8		100.	
Kent.....	17	17	731	748	18.41	6.73	691	51	40		5.47
Keweenaw.....			2	2	.09	12.	2	1		100.	
Lake.....			21	21	.87	11.29	20		1	95.24	4.76
Lapeer.....	3	3	235	238	6.17	7.06	230	4	5	97.87	2.13
Leelanaw.....			2	2	.58	76.50	1		1	50.	50.
Lenawee.....	2	15	114	129	10.31	21.81	105	4	9	82.11	7.89
Livingston.....	2	2	29	31	1.00	9.08	24	3	3	88.89	11.11
Luce ¹											
Mackinac.....	1	1	46	47	2.31	13.40	43		3	93.48	6.52
Macomb ²	2	5	168	173	2.78	2.85	167	40	1	99.40	60
Manistee.....	1		238	238	11.74	11.14	238	8	25	91.33	8.66
Manitou ³											
Marquette.....	8	8	108	111	11.01	27.09	97	3	6	95.	5.
Mason ⁴		2	15	17	.91	9.66	15	1		100.	
Mecosta.....	5	5	64	69	3.84	15.17	57	7	7	89.06	10.94
Menominee.....	15	15	35	60	1.71	24.43	35	1		100.	
Midland.....	2	1	348	349			348	6		100.	
Missaukee.....	3		18	18	.63	9.56	17		1	94.44	5.56
Monroe ⁵											
Montcalm.....	5	5	90	95	7.73	22.21	88	3	3	97.78	2.22
Montmorency.....			2	2	1.00	26.50	2			100.	
Muskegon.....	7	7	201	208	9.45	12.40	157	4	44	78.11	21.89
Newaygo ⁶			25	25	1.25	9.06	25	2		100.	
Oakland ⁷	7	4	66	70	5.16	18.84	65	4	1	94.48	1.52
Oceana ⁸	2		9	9	1.17	23.56	9	2		100.	
Ogemaw.....	2	2	26	29	1.48	1.00	26	2	1	96.15	3.85
Ontonagon.....	7	7	23	23	1.00	28.21	23			100.	
Oscoda.....	3	3	20	23	2.47	29.35	18		2	90.	10.
Oscoda.....											
Otsego.....	2	3	6	9	.41	12.44	4	1	2	66.67	33.33
Ottawa.....	4	4	166	170	7.96	12.74	166	7		100.	
Presque Isle.....			3	3	.02	2.	3			100.	
Roscommon.....	1		15	15	.84	11.73	15	1		100.	
Saginaw.....	16	16	173	189	12.76	13.43	166	10	7	95.96	4.06
Sanilac.....	2	2	9	11	.69	17.18	9	1		100.	
Schoolcraft.....			14	14	1.40	27.21	14			100.	
Shiawassee.....	7	7	43	50	4.66	25.44	42	1	1	97.67	2.33
St. Clair ⁹	8	7	197	204	7.11	6.31	176	23	21	89.34	10.66
St. Joseph.....	8	8	27	30	2.45	22.27	23	2	4	85.19	14.81
Tuscola.....	4	4	65	69	3.39	18.42	65	2	1	98.46	1.54
Van Buren.....	7	7	46	53	2.17	11.19	43	2	4	91.30	8.70
Washtenaw.....	9	9	132	141	5.29	10.25	130	1	2	98.43	1.57
Wayne ⁴											
Wexford.....	2	2	12	14	1.63	31.66	12	1		100.	

¹ No jail. Use Mackinac county jail, in which two prisoners seem to have been confined. See Schedule A.

² Report from January 1, 1887.

³ No report.

⁴ Only a partial report. See Schedule A.

⁵ Sex of two not reported.

TABLE II.

of prisoners received in the jails; the total number, the number of each sex, and the crimes; the per cent of each sex and the number under eighteen years of age to number, the number of each sex, and the number under eighteen years of age and the number under eighteen years of age to the total number charged with insane and idiotic persons confined in the per cent of the total number, to the whole number received for the nine months ending

State and Counties.	Whole number received in the jails during the nine months.	Number charged with high crimes.				Per cent of each sex and of the number under 18 years of age charged with high crimes to the total number charged with high crimes.				Number charged with minor offenses.				Per cent of each sex and of the number under 18 years of age charged with minor offenses to the total No. charged with minor offenses.				Number of witnesses.	Number of debtors.	Number of insane persons.	Number of idiotic persons.	Per cent of the total number charged with high crimes to the whole number received in the jails.	Per cent of the total number charged with minor offenses to the whole number received in the jails.	
		Total number.	Males.	Females.	No. under 18 years of age.	Males.	Females.	No. under 18 years of age.	Total number.	Males.	Females.	No. under 18 years of age.												
State.....	7,100	1,171	1,063	80	75	92.40	7.51	6.40	5,806	5,531	285	283	95.09	4.91	4.01	26	27	127	3	20	21	28.27	31.23	
Alcona.....	2	2	2			100.			2	2			100.										100.	100.
Alger.....	9	1	1			100.			8	8			100.										11.11	88.89
Algon.....	24	1	1			100.			23	21	2	1	98.94	6.06	3.08					1			50.	50.
Antrim.....	2	1	1			100.			1	1			100.										100.	100.
Arenac.....	1	1	1			100.																		
Baraga.....	19								18	18			100.							1			94.74	94.74
Barry.....	25	9	9			100.			26	26			100.							2				
Bay.....	256	27	24	3	1	89.89	11.11	8.70	217	189	29	7	86.64	13.36	3.28	5	1	7				10.56	84.77	
Bendle.....	5	3	3			100.			3	3			100.										40.	60.
Berrien.....	66	16	16		1	100.		6.26	45	44	1		97.78	2.22			2					25.40	71.68	
Branch.....	20	3	3			100.			26	24	2		92.31	7.69								10.94	89.06	
Calhoun.....	218	70	68	2	6	97.14	2.86	8.07	133	125	8	4	97.68	2.17	2.80	3		2				33.02	60.09	
Cass.....	56	30	28	2	3	100.		6.07	23	23			100.							1			52.57	44.84
Charlevoix.....	3	1	1			100.			2	2			50.	50.								50.67	50.67	
Chesbrough.....	24	8	8			100.			14	14			100.							2			53.33	53.33

ABSTRACT OF THE ANNUAL REPORTS OF SHERIFFS.

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County	43	8	8	15	3	100.	16.67	16.67	38	33	1	48	96.97	8.03	80.	18.00	76.74
Clare	29	13	15	3	48	83.33	16.67	16.67	10	10	1	48	100.	8.03	80.	18.00	76.74
Clinton	10	4	4	1	100.	100.	16.67	16.67	6	6	1	1	100.	81.46	24.	62.07	34.49
Orawford	23	6	5	1	83.33	100.	16.67	16.67	19	18	6	1	100.	81.46	24.	62.07	34.49
Delta	24	13	13	1	100.	100.	16.67	16.67	60	60	1	1	100.	81.46	24.	62.07	34.49
Emmet	3	3	3	3	100.	100.	16.67	16.67	3	3	1	1	100.	81.46	24.	62.07	34.49
Genesee	348	3	3	3	100.	100.	16.67	16.67	341	323	13	15	97.90	2.40	2.77	.55	99.08
Gladwin	6	2	2	2	100.	100.	16.67	16.67	6	6	8	8	50.	60.	100.	11.11	77.78
Gogebic	13	1	1	1	100.	100.	16.67	16.67	14	14	1	1	100.	100.	100.	100.	100.
Gd. Traverse	1	1	1	1	100.	100.	16.67	16.67	1	1	1	1	100.	100.	100.	100.	100.
Gratiot	365	7	7	7	100.	100.	16.67	16.67	377	376	76	3	96.70	1.30	3.90	8.24	90.59
Hilledale	79	10	9	1	90.	100.	10.	10.	65	60	1	1	93.31	7.69	1.54	12.86	82.28
Houghton	63	10	10	10	100.	100.	10.	10.	36	33	3	3	91.43	8.57	5.71	13.87	86.04
Huron	14	8	6	3	76.	100.	26.	26.	6	4	2	2	66.67	33.33	57.14	42.86	57.14
Ingham	244	21	21	21	100.	100.	14.29	14.29	233	215	7	9	90.85	8.15	4.05	8.61	90.99
Ionia	430	46	46	46	100.	100.	6.52	6.52	386	378	8	13	97.93	2.07	3.11	10.43	87.94
Iosco	26	11	10	1	90.91	100.	9.09	9.09	14	13	2	2	85.71	14.29	44.	44.	86.
Isabella	13	3	3	3	100.	100.	33.33	33.33	16	16	1	1	100.	0.11	0.90	24.05	72.47
Jackson	316	26	26	26	71.05	100.	28.96	28.96	229	215	14	16	93.33	6.66	5.23	3.96	96.59
Kalamazoo	778	31	31	31	100.	100.	12.90	12.90	746	693	64	89	92.75	7.24	2.24	4.76	94.89
Kalkaska	6	1	1	1	100.	100.	7.25	7.25	5	5	2	2	100.	8.90	60.	16.67	83.33
Kent	731	233	243	19	93.75	100.	12.90	12.90	434	419	17	29	93.10	6.85	100.	26.84	69.04
Keweenaw	2	10	9	1	90.	100.	10.	10.	11	11	1	1	100.	1.79	2.24	47.62	52.38
Lake	21	10	9	1	90.	100.	10.	10.	233	219	4	5	93.21	6.79	2.24	47.62	52.38
Lapeer	235	10	9	1	90.	100.	10.	10.	233	219	4	5	93.21	6.79	2.24	47.62	52.38
Leelanaw	2	9	9	9	100.	100.	22.22	22.22	1	1	1	1	100.	8.91	1.96	7.69	92.30
Leonia	114	25	23	23	88.	100.	16.	16.	101	92	2	2	91.09	8.91	1.96	7.69	92.30
Livingston	39	25	23	23	88.	100.	16.	16.	101	92	2	2	91.09	8.91	1.96	7.69	92.30

e The number committed for high crimes and minor offenses is five more than the whole number under 18 committed to the jail (Table I.)

and more

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TABLE II.—CONTINUED.

Counties.	Whole number received in the jails during the nine months.	Number charged with high crimes.			Per cent of each sex and of the number under 18 years of age charged with high crimes to the total number charged with high crimes.			Number charged with minor offences.				Per cent of each sex and of the number under 18 years of age charged with minor offences to the total No. charged with minor offences.			Number of witnesses.	Number of debtors.	Number of insane persons.	Number of idiotic persons.	Per cent of the total number charged with high crimes to the whole number received in the jails.	Per cent of the total number charged with minor offences to the whole number received in the jails.
		Total number.	Males.	Females.	Males.	Females.	No. under 18 years of age.	Total number.	Males.	Females.	No. under 18 years of age.									
												3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Newaygo.....	25	4	4	—	100.	—	—	21	21	—	2	100.	—	9.52	—	—	—	—	16.	84.
Oakland.....	65	7	7	—	100.	—	—	58	57	1	4	98.28	—	6.90	—	—	—	—	10.61	87.98
Oceana.....	9	1	1	—	100.	—	—	7	7	—	—	100.	—	—	—	—	—	—	11.11	77.78
Ogemaw.....	25	24	23	—	96.83	4.17	4.17	1	1	—	1	100.	—	100.	—	—	—	—	92.31	8.68
Ontonagon.....	23	7	7	—	100.	—	—	13	13	—	—	100.	—	—	—	—	—	—	81.82	54.55
Oscoda.....	20	12	10	2	83.33	16.67	—	8	8	—	—	100.	—	—	—	—	—	—	60.	40.
Otsego.....	6	3	1	—	50.	50.	—	4	3	1	—	75.	—	25.	—	—	—	—	33.33	66.67
Ottawa.....	163	17	17	—	100.	—	33.41	149	149	—	2	100.	—	1.34	—	—	—	—	10.24	89.76
Presque Isle.....	3	1	1	—	100.	—	—	2	2	—	—	100.	—	—	—	—	—	—	23.33	76.67
Rosecommon.....	15	—	—	—	—	—	—	13	13	—	1	100.	—	7.69	—	—	—	—	—	—
Saginaw.....	173	64	60	4	83.76	6.25	8.13	103	103	8	6	97.17	2.83	5.86	1	—	2	—	26.59	61.27
Sanilac.....	9	3	3	—	100.	—	—	4	4	—	1	100.	—	25.	—	—	—	—	33.33	66.67
Schoolcraft.....	14	6	6	—	100.	—	—	6	6	—	—	100.	—	—	—	—	—	—	42.86	57.14
Shiawassee.....	43	12	13	—	100.	—	—	20	29	1	1	96.57	3.53	3.23	—	1	—	—	27.91	72.09
St. Clair.....	197	11	10	1	90.91	9.09	—	161	161	20	19	88.95	11.05	10.50	1	—	4	—	5.58	94.42
St. Joseph.....	27	13	9	3	75.	25.	—	20	9	1	1	90.	10.	10.	—	—	0	—	29.23	70.77
Tuscola.....	65	19	19	—	100.	—	—	40	40	—	2	100.	—	5.	—	—	—	—	39.23	60.77
Van Buren.....	46	18	18	—	100.	—	—	26	21	4	2	84.	16.	8.	3	—	1	—	39.13	60.87
Washtenaw.....	122	12	12	—	100.	—	—	116	114	2	1	98.28	1.72	3.36	2	—	2	—	9.09	90.91
Wexford.....	13	9	9	—	100.	—	—	8	8	—	1	100.	—	31.68	—	—	—	—	75.	25.

a One less than the total of columns 2, 9, 10, 17, 18, and 19.

b Four more than the total of columns 3, 9, 10, 17, 18, and 19.

c An insane soldier or marine transferred to asylum for insane.

TABLE III.

Showing, for the State and Counties, the number of prisoners convicted and sent to State Prison, State House of Correction, Detroit House of Correction, State Reform School, and State Industrial Home for Girls; the per cent of sentences to each place of confinement to the whole number confined in the jails; also the number that have made their escape, and the number remaining in the jails, June 30, 1887; for the nine months ending June 30, 1887.

State and Counties.	Convictions.										Number escaped.	Number remaining in the jails at the close of the nine months.
	Number sent to State Prison.	Number sent to State House of Correction.	Number sent to Detroit House of Correction.	Number sent to State Reform School.	Number sent to State Industrial Home for Girls.	Per Cent to the whole number confined in the Jails.						
						State Prison.	State House of Correction.	Detroit House of Correction.	State Reform School.	State Industrial Home for Girls.		
1	2	3	4	5	6	7	8	9	10	11	12	
State.....	170	352	178	94	13	22.78	4.71	2.38	1.23	.17	27	290
Alcona.....	1					25.						
Alger.....	1					10.					1	1
Allegan.....		7	1				18.92	2.70			1	3
Baraga.....												12
Barry.....	3	5	1			7.89	13.16	2.63				2
Bay.....	1	14	30	6	1	.36	5.04	10.79	2.16	.36		8
Benzle.....											1	
Berrien.....	6	2				8.45	2.82					3
Branch.....	2	8	3			6.67	26.67	10.				1
Calhoun.....	10	22	8	3		4.52	9.93	3.62	1.36			9
Cass.....	5	9		1		8.33	15.		1.67			1
Charlevoix.....	1					25.						
Cheboygan.....		1					3.57				5	2
Clare.....	2	5	1			4.55	11.36	2.27				4
Clinton.....		5					16.67				1	2
Crawford.....	1	1				10.	10.					
Delta.....	2	6	4			8.	24.	16.				1
Eaton.....	2	6				2.22	66.67					3
Genesee.....	6	7	18	3		1.03	1.27	3.25	.54			1
Gladwin.....		2					33.33					
Gogebio.....											1	4
Gratiot.....	2	1				2.20	1.10					3
Hillsdale.....	3	3	3	2		3.61	3.61	3.61	2.41			6
Houghton.....	2			1		3.64			1.82			1
Huron.....	1					7.14						4
Ingham.....	6	11	6			2.38	4.37	2.38				
Ionia.....	3	5	6	1		.67	1.11	1.33	.22			3
Iosco.....	2		1			6.90		3.45			1	3
Isabella.....		1	1				5.56	5.56				1
Jackson.....	4	25	9			1.23	7.69	2.77				11
Kalamazoo.....	10	20		2		.13	2.52		.25			5
Kalkaska.....				2					33.33			1
Kent.....	9	23	6	14	2	1.20	2.94	.80	1.87	.27	1	35
Lake.....	1	4	4			4.76	19.05	19.05			1	
Lapeer.....		34	1	1	1		14.29	.42	.42	.42		4

TABLE III.—CONTINUED.

Counties.	Convictions.										Number escaped.	Number remaining in the jails at the close of the nine months.
	Number sent to State Prison.	Number sent to State House of Correction.	Number sent to Detroit House of Correction.	Number sent to State Reform School.	Number sent to State Industrial Home for Girls.	Per Cent to the whole number confined in the Jails.						
						State Prison.	State House of Correction.	Detroit House of Correction.	State Reform School.	State Industrial Home for Girls.		
1	2	3	4	5	6	7	8	9	10	11	12	
Lenawee.....	3	.....	4	1	1	1.55	.....	2.10	.78	.78	.....	13
Livingston.....	3	4	1	.....	1	9.68	12.90	3.23	.....	3.23	.....	2
Mackinac.....	.....	8	1	.....	.....	.....	17.02	2.13	.....	.....	.....	3
Macomb.....	1	2	2	.....	.....	.58	1.16	1.16	.....	.....	.....	.....
Manistee.....	1	6	7	5	3	.35	2.08	2.43	1.74	1.04	1	10
Marquette.....	1	3	3	1	.....	9.10	2.70	2.70	.90	.....	.....	17
Mason.....	.....	2	.....	.....	.....	.....	11.76	.....	.....	.....	.....	1
Mecosta.....	7	6	1	4	.....	10.14	8.70	1.45	5.80	.....	.....	3
Menominee.....	3	3	.....	.....	1	6.	6.	.....	.....	2.	2	5
Midland.....	2	1	1	.....	.....	.57	.29	.29	.....	.....	.....	1
Missaukee.....	1	.....	1	.....	.....	5.55	.....	5.55	.....	.....	1	.....
Montcalm.....	5	2	2	.....	.....	5.26	2.11	2.11	.....	.....	.....	10
Montmorency.....	.....	1	.....	.....	.....	.....	50.	.....	.....	.....	.....	.....
Muskegon.....	2	11	12	.....	.....	.96	5.29	5.77	.....	.....	.....	10
Newaygo.....	.....	2	.....	.....	.....	.....	8.	.....	.....	.....	.....	.....
Oakland.....	1	5	2	.....	.....	1.43	7.14	2.86	.....	.....	.....	7
Oceana.....	.....	2	.....	.....	.....	.....	22.22	.....	.....	.....	.....	.....
Ogemaw.....	3	.....	2	.....	.....	10.34	.....	6.90	.....	.....	.....	1
Ontonagon.....	5	.....	.....	.....	.....	17.24	.....	.....	.....	.....	.....	2
Osceola.....	5	3	.....	.....	.....	21.74	13.04	.....	.....	.....	.....	2
Otsego.....	1	.....	2	.....	.....	11.1	.....	22.22	.....	.....	.....	.....
Ottawa.....	1	6	.....	3	.....	.59	3.53	.....	1.76	.....	.....	2
Presque Isle.....	.....	.....	1	.....	.....	.....	.....	33.33	.....	.....	.....	.....
Roscommon.....	.....	.....	1	.....	.....	.....	.....	6.67	.....	.....	.....	.....
Saginaw.....	4	7	15	2	.....	2.12	3.70	7.94	1.06	.....	.....	9
Sanilac.....	.....	1	.....	.....	.....	.....	9.09	.....	.....	.....	.....	.....
Schoolcraft.....	1	1	.....	.....	.....	7.14	7.14	.....	.....	.....	3	2
Shiawassee.....	2	2	.....	1	.....	4.	4.	.....	2.	.....	.....	6
St. Clair.....	.....	4	5	2	.....	.....	1.96	2.45	.96	.....	1	8
St. Joseph.....	1	.....	.....	.....	.....	3.33	.....	.....	.....	.....	2	5
Tuscola.....	.....	4	.....	1	.....	.....	5.80	.....	1.45	.....	.....	1
Van Buren.....	4	5	.....	1	.....	7.55	9.43	.....	1.89	.....	.....	.....
Washtenaw.....	6	5	1	.....	.....	4.26	3.55	.71	.....	.....	.....	3
Wayne.....	20	27	11	36	3	.....	.....	.....	.....	.....	2	23
Wexford.....	2	3	.....	1	.....	14.29	21.43	.....	7.14	.....	2	.....

TABLE IV.

Showing, for the State and Counties, by sex, the birthplaces of the prisoners received in the jails, exclusive of Blacks, Mulattoes, and Indians; the number of Blacks, Mulattoes, and Indians; the number whose birthplaces and color are not reported, and the whole number of prisoners received in the jails; for the nine months ending June 30, 1887.

State and Counties.	Whole No. of prisoners rec'd in the jails within the nine months.	Birthplaces of prisoners received in the jails, exclusive of Blacks, Mulattoes and Indians.																						Birthplaces and color not reported.		Birthplaces, color and sex not reported.						
		Males.											Females.																			
		United States.	British America.	England.	Ireland.	Scotland.	Germany.	Holland.	Norway and Sweden.	France.	Miscellaneous.	Unknown.	United States.	British America.	England.	Ireland.	Scotland.	Germany.	Holland.	Norway and Sweden.	France.	Miscellaneous.	Unknown.	Males.	Females.	Blacks.	Mulattoes.	Indiana.	Males.	Females.		
State.....	7,160	8,115	581	511	1,155	120	300	113	55	21	267	105	192	40	16	62	4	17	16	5	8	63	...	122	29	17	1	28	8	443	9	2
Alcona.....	2	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Alger.....	9	2	5	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Allegan.....	34	23	...	8	5	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Antrim.....	2	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Arenac.....	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Baraga.....	19	8	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Barry.....	35	28	...	4	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bay.....	256	65	27	8	78	6	15	8	4	2	18	...	20	1	1	9	...	...	1	...	3	...	...	...	...	...	...	...	...	...	...
Benzie.....	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Berrien.....	63	36	3	5	6	...	3	1	...	1	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Branch.....	29	26	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Calhoun.....	212	145	10	15	23	1	5	2	2	1	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cass.....	56	38	3	...	3	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Charlevoix.....	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cheboygan.....	24	14	4	...	8	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

a Born in Italy 18, Finland 24, Poland 8, Denmark 5, Russia 3, Austria 2, South America 2, Switzerland 2, Portugal 1, and Australia 1,—and "Jew" 1.
 b Born in Finland 2, Denmark 1,
 c Born in Italy.

ABSTRACT OF THE ANNUAL REPORTS OF SHERIFFS.

TABLE IV.—CONTINUED.

[illegible]

TABLE V.

Showing, for the State and Counties, so far as reported, the parent-nativity of white prisoners born in the United States who were received in the jails during the nine months ending June 30, 1887.

State and Counties.	White prisoners born in the United States.			
	Total Number.	Nativity of Parents.		
		Both foreign.	Foreign fathers and native mothers.	Foreign mothers and native fathers.
State.....	a 1,888	880	102	69
Alger.....	2	2		
Allegan.....	28	18	8	2
Baraga.....	3	1	b	b
Barry.....	28	8		
Berrien.....	37	9	4	4
Calhoun.....	150	90	10	13
Cass.....	38	b	b	b
Cheboygan.....	14	7		1
Clare.....	19	5	b	b
Clinton.....	22	11	3	2
Delta.....	14	7	1	
Genesee.....	123	94	16	10
Gladwin.....	3	3		
Hillsdale.....	57	10	6	6
Houghton.....	11	6	1	b
Ingham.....	193	117	2	1
Ionia.....	331	244	3	
Iosco.....	11	8	b	b
Jackson.....	191	8		
Kalkaska.....	4	2	1	b
Keweenaw.....	2	2		
Lake.....	17	9	2	2
Lapeer.....	152	28	9	5
Lenawee.....	75	56	2	2
Manistee.....	74	19	23	5
Marquette.....	39	15	2	1
Mason.....	11	3	1	1
Montmorency.....	2		2	
Muskegon.....	59	9	4	5
Oakland.....	42	13	1	b
Ontonagon.....	5	1	1	b
Osceola.....	17	5	b	
Otsego.....	1	1		
Presque Isle.....	2	1	b	b
Sanilac.....	8	3	2	b
Schoolcraft.....	7	2	b	b
Shiawassee.....	38	6	b	b
St. Clair.....	35	8	4	9
Tuscola.....	40	34		

a Exclusive of all counties that did not report parent-nativity of white prisoners born in the United States.
b None.

TABLE VI.

Showing, for the State and Counties, the number of prisoners received in the jails who could not read, and the number who could not write, and the per cent of each class to the whole number received in the jails, for the nine months ending June 30, 1887.

State and Counties.	Could not Read.		Could not Write.	
	Number.	Per cent to the whole number received in the jails.	Number.	Per cent to the whole number received in the jails.
State.....	479	a 6.88	579	b 8.32
Alcona.....	c	-----	c	-----
Alger.....	c	-----	c	-----
Allegan.....	1	2.94	2	5.88
Antrim.....	c	-----	c	-----
Arenac.....	c	-----	c	-----
Baraga.....	6	31.58	6	31.58
Barry.....	1	2.86	1	2.86
Bay.....	8	1.17	8	1.17
Berrien.....	4	6.35	10	15.87
Branch.....	1	3.45	1	3.45
Calhoun.....	9	4.25	12	5.66
Cass.....	7	12.50	7	12.50
Charlevoix.....	c	-----	c	-----
Cheboygan.....	6	25.	6	25.
Clare.....	2	4.65	2	4.65
Clinton.....	c	-----	c	-----
Crawford.....	c	-----	c	-----
Delta.....	2	8.	2	8.
Eaton.....	4	4.76	4	4.76
Emmet.....	c	-----	c	-----
Genesee.....	23	4.08	31	5.66
Gladwin.....	c	-----	2	88.83
Gogebic.....	3	16.67	3	16.67
Grand Traverse.....	c	-----	c	-----
Gratiot.....	9	10.59	10	11.76
Hillsdale.....	7	8.86	10	12.66
Houghton.....	12	22.64	18	24.53
Huron.....	2	14.29	2	14.29
Ingham.....	11	4.51	18	5.88
Ionia.....	4	.91	5	1.14
Iosco.....	4	16.	6	24.
Isabella.....	2	11.11	2	11.11
Jackson.....	10	3.16	11	3.48
Kalamazoo.....	35	4.50	42	5.40
Kalkaska.....	c	-----	c	-----
Kent.....	23	8.15	47	6.43
Keweenaw.....	1	50.	1	50.
Lake.....	2	9.52	5	23.81
Lapeer.....	2	.85	15	6.38
Leelanaw.....	1	50.	1	50.

a Exclusive of all counties that made no report of the number who could not read.
b Exclusive of all counties that made no report of the number who could not write.
c None.

TABLE VI.—CONTINUED.

Counties.	Could not Read.		Could not Write.	
	Number.	Per cent to the whole number received in the jails.	Number.	Per cent to the whole number received in the jails.
Lenawee.....	3	2.63	4	3.51
Mackinac.....	7	15.22	7	15.22
Manistee.....	57	19.79	57	19.79
Marquette.....	41	89.81	46	44.66
Mason.....	a		a	
Mecosta.....	a		a	
Menominee.....	2	5.71	2	5.71
Midland.....	20	5.75	20	5.75
Missaukee.....	3	16.67	3	16.67
Montcalm.....	17	18.89	21	23.33
Montmorency.....	a		1	50.
Muskegon.....	21	10.44	24	11.94
Newaygo.....	6	24.	6	24.
Oakland.....	7	10.61	7	10.61
Oceana.....	a		a	
Ogemaw.....	a		a	
Ontonagon.....	2	9.09	2	9.09
Osceola.....	a		1	5.
Oscoda.....	a		a	
Otsego.....	1	16.67	1	16.67
Ottawa.....	2	1.20	2	1.20
Presque Isle.....	1	33.33	1	33.33
Roscommon.....	3	20.	4	26.66
Saginaw.....	40	23.12	42	24.23
Sanilac.....	a		a	
Schoolcraft.....	a		2	14.29
Shiawassee.....	5	11.63	5	11.63
St. Clair.....	32	16.24	32	16.24
St. Joseph.....	a		a	
Tuscola.....	4	6.15	4	6.15
Van Buren.....	a		1	2.17
Washtenaw.....	6	4.55	6	4.55
Wexford.....	3	25.	3	25.

a None.

TABLE VII.

Showing, for the State and Counties, the total cost of maintaining the jails, the amount paid by the counties to the sheriffs for board and keeping of prisoners, the amount paid for medical attendance, for clothing, for repairs of the jails, for furniture, and the miscellaneous jail expenditures, for the nine months ending June 30, 1887.

State and Counties.	Expenditures.						
	Total cost of maintaining the jails.	Paid to sheriffs for board and keeping of prisoners.	For medical attendance.	For clothing.	For repairs of jails.	For furniture.	Miscellaneous.
State.....	^a \$68,931 91	\$56,098 08	\$1,333 90	\$613 45	\$4,875 05	\$524 78	\$5,496 72
Alcona.....	\$90 00	\$84 00	.....	.....	\$3 00	\$3 00	.....
Alger.....	142 25	131 75	\$7 00	\$3 50	.....	.....	.....
Antrim.....	78 15	43 75	.....	.....	8 75	25	\$25 40
Arenac.....	7 00	7 00	.....	.....	.....	.....	.....
Baraga.....	392 50	293 50	25 00	50 00	10 00	.....	15 00
Barry.....	^b 367 10	183 29	1 50	8 10	59 50	.....	119 71
Bay.....	2,355 77	1,797 00	75 00	.....	201 91	12 50	269 86
Benzie.....	57 00	35 00	.....	.....	20 00	.....	2 00
Berrien.....	^b 583 90	521 48	9 25	5 45	8 00	.....	18 74
Branch.....	428 10	410 00	.....	60	12 50	.....	5 00
Calhoun.....	1,948 95	1,825 70	23 00	6 25	10 00	9 00	75 00
Cass.....	999 70	773 20	8 00	8 50	10 00	25 00	175 00
Charlevoix.....	136 00	120 00	5 00	.....	.....	.....	1 00
Cheboygan.....	237 80	221 80	9 50	.....	6 00	.....	.....
Clare.....	501 94	209 61	7 25	11 00	142 08	.....	182 00
Clinton.....	804 35	775 35	.....	6 50	17 50	.....	5 00
Crawford.....	161 11	147 51	5 00	6 00	.....	.....	2 60
Delta.....	542 20	361 60	.....	.....	.....	80 00	100 60
Eaton.....	1,729 80	1,074 80	25 00	10 00	150 00	20 00	450 00
Emmet.....	6 25	.....	.....	75	.....	5 50	.....
Genesee.....	3,651 80	2,115 55	23 25	10 00	.....	.....	1,500 00
Gladwin.....	67 00	67 00	.....	.....	.....	.....	.....
Gogebic.....	296 30	172 00	15 00	18 50	67 30	.....	23 50
Grand Traverse.....	207 00	69 40	4 00	.....	.....	.....	133 60
Gratiot.....	1,529 80	1,370 80	15 00	.....	16 00	4 00	125 00
Hillsdale.....	826 16	771 16	25 00	.....	15 00	5 00	10 00
Houghton.....	^c 4,500 00	^c 4,500 00	.....	.....	.....	.....	.....
Huron.....	450 14	338 64	19 00	1 25	38 00	.....	55 25
Ingham.....	^d 1,775 00	^d 1,600 00	^d 30 00	^d 10 00	^d 100 00	^d 15 00	^d 20 00
Ionia.....	2,883 05	2,852 80	7 25	7 50	.....	.....	15 50
Iosco.....	682 95	516 90	99 15	.....	1 90	.....	65 00
Isabella.....	250 00	207 00	.....	.....	.....	3 00	40 00
Jackson.....	1,453 33	1,404 33	24 00	.....	25 00	.....	.....
Kalamazoo.....	2,880 20	2,314 20	45 00	7 50	.....	13 50	.....
Kalkaska.....	111 50	100 00	.....	.....	.....	1 50	10 00
Kent.....	4,719 15	3,756 65	114 00	40 00	800 00	3 50	5 00
Keweenaw.....	26 25	19 75	.....	.....	.....	.....	6 50
Lake.....	1,238 04	230 47	9 50	1 50	911 57	25 00	60 00
Lapeer.....	1,503 00	1,284 00	8 00	7 00	.....	8 50	195 50
Leelanaw.....	208 23	163 85	.....	18 45	1 00	16 38	8 55

^a The counties of Alpena, Chippewa, Iron, Manitou, and Monroe made no report; Bay, Branch, Clare, Delta, Grand Traverse, Huron, Macomb, Mason, Nawaygo, Oakland, Oceana, and St. Clair report only from January 1, 1887; Barry and Berrien report expenditures for only six months; and Allegan and Wayne make no report of expenditures.

^b For six months.

^c Amount paid sheriff on contract and covers all expenses.

^d Estimated.

ABSTRACT OF THE ANNUAL REPORTS OF SHERIFFS.

TABLE VII.—CONTINUED.

Counties.	Expenditures.						
	Total cost of maintaining the jails.	Paid to sheriffs for board and keeping of prisoners.	For medical attendance.	For clothing.	For repairs of jails.	For furniture.	Miscellaneous.
Lenawee.....	\$1,724 89	\$1,576 40	-----	-----	\$148 49	-----	-----
Livingston.....	524 00	500 00	\$12 00	-----	5 00	\$3 00	\$4 00
Mackinac.....	842 11	817 11	100 00	\$75 00	800 00	-----	50 00
Macomb.....	a 597 66	a 597 66	-----	-----	-----	-----	-----
Manistee.....	1,290 00	1,200 00	26 00	15 00	50 00	-----	-----
Marquette.....	2,238 95	1,879 89	177 50	59 60	121 17	-----	51 29
Mason.....	481 50	400 50	5 00	6 00	60 00	-----	10 00
Mecosta.....	1,451 52	1,009 49	10 00	14 10	231 93	50 00	86 00
Menominee.....	932 60	732 60	30 00	20 00	100 00	-----	50 00
Midland.....	1,998 00	1,100 00	8 00	-----	150 00	25 00	110 00
Missaukee.....	b 122 80	b 122 80	-----	-----	-----	-----	-----
Montcalm.....	1,558 50	1,470 50	20 00	12 00	-----	56 00	-----
Montmorency.....	65 21	64 86	-----	-----	-----	-----	85
Muskegon.....	1,581 45	1,522 30	-----	23 65	25 00	10 50	c
Newaygo.....	25 00	-----	-----	-----	25 00	-----	-----
Oakland.....	1,032 42	670 95	19 50	4 50	100 00	19 20	218 27
Oceana.....	191 40	115 75	-----	5 50	48 00	16 40	5 75
Ogemaw.....	318 95	302 45	6 00	50	-----	-----	10 00
Ontonagon.....	709 50	638 50	45 00	21 00	-----	10 00	-----
Osceola.....	546 75	480 00	15 00	6 75	15 00	20 00	10 00
Otsego.....	108 56	103 56	-----	-----	-----	-----	-----
Ottawa.....	1,470 00	1,408 00	21 00	10 00	15 00	8 00	8 00
Presque Isle.....	12 80	7 80	-----	-----	8 00	-----	2 00
Roscommon.....	427 00	328 50	d	26 50	18 00	-----	59 00
Saginaw.....	2,526 20	2,425 95	40 25	25 00	35 00	-----	-----
Sanilac.....	163 20	57 20	-----	11 00	95 00	-----	-----
Schoolcraft.....	685 00	240 08	10 00	19 75	184 23	-----	181 00
Shiawassee.....	1,911 00	1,720 00	65 00	11 00	25 00	20 00	70 00
St. Clair.....	839 25	e	-----	1 25	235 00	28 00	575 00
Tuscola.....	809 23	688 00	2 00	2 00	99 23	-----	18 00
Van Buren.....	402 79	275 79	11 00	3 00	100 00	8 00	5 00
Washtenaw.....	1,060 00	1,000 00	45 00	-----	-----	-----	15 00
Wexford.....	585 40	266 65	25 00	7 00	9 00	-----	277 75

a Reported as the amount received from the avails of labor of prisoners, which was without doubt an error.

b " Did not keep account of locks and unlocks nor of amount received for attending court, etc."

c " Cannot tell."

d " Not known—county physician on salary."

e " None."

TABLE VIII.

Showing, for the State and Counties, the total amount expended in arresting and detaining prisoners, the total cost of maintaining the jails, the amount of traveling and other expenses incurred in arresting and taking prisoners to the jails, and to the penal and reformatory institutions, and certain expenditures not elsewhere shown, for the nine months ending June 30, 1887.

State and Counties.	Totals.	Total cost of maintaining the jails.	Traveling and other expenses incurred in arresting and taking prisoners to the jails.	Expended in taking prisoners to penal and reformatory institutions.	Expenditures not elsewhere shown.
State.....	^a \$96,244 53	\$68,931 91	\$15,885 13	\$9,719 99	\$1,707 50
Alcona.....	\$388 00	\$90 00	\$22 00	.....	\$228 00
Alger.....	204 25	142 25	80 00	\$32 00	.....
Antrim.....	105 85	78 15	27 70	.....	.....
Arenac.....	37 00	7 00	30 00	.....	.....
Baraga.....	443 50	393 50	50 00	.....	.....
Barry.....	734 05	367 10	300 00	66 95	.....
Bay.....	3,762 47	2,355 77	698 70	710 00	.....
Benzie.....	71 00	57 00	14 00	.....	.....
Berrien.....	1,062 90	562 90	300 00	.....	200 00
Branch.....	678 10	428 10	50 00	200 00	.....
Calhoun.....	3,928 95	1,948 95	1,300 00	678 00	.....
Cass.....	1,654 20	999 70	154 50	459 00	50 00
Charlevoix.....	183 60	126 00	9 85	37 75	.....
Cheboygan.....	318 85	237 30	40 00	41 55	.....
Clare.....	648 24	501 94	53 95	92 35	.....
Clinton.....	1,093 81	804 35	275 21	5 75	8 50
Crawford.....	272 96	161 11	55 85	56 00	.....
Delta.....	542 20	542 20	.....	.....	.....
Eaton.....	2,243 10	1,729 80	400 00	113 30	.....
Emmet.....	41 25	6 25	85 00	.....	.....
Genesee.....	5,618 22	3,651 80	1,484 17	532 25	.....
Gladwin.....	153 03	67 00	54 20	31 83	.....
Gogebic.....	527 10	296 30	164 80	.....	66 00
Grand Traverse.....	212 00	207 00	5 00	.....	.....
Gratiot.....	1,847 80	1,529 80	175 00	78 00	65 00
Hilledale.....	1,789 16	828 16	800 00	163 00	.....
Houghton.....	^b 4,500 00	^b 4,500 00	.....	.....	.....
Huron.....	598 95	450 14	117 46	31 35	.....
Ingham.....	2,675 00	^c 1,775 00	^c 500 00	^c 200 00	200 00
Ionia.....	3,358 05	2,833 05	425 00	.....	50 00
Iosco.....	909 10	682 95	129 15	97 00	.....
Isabella.....	631 50	250 00	350 00	31 50	.....
Jackson.....	1,453 33	1,453 33	.....	.....	.....
Kalamazoo.....	2,869 70	2,380 20	^d 30 00	489 50	.....
Kalkaska.....	172 55	111 50	.....	31 05	.....
Kent.....	6,856 55	4,719 15	1,397 40	740 00	.....
Keweenaw.....	175 00	26 25	2 85	.....	^e 146 40
Lake.....	1,975 15	1,238 04	567 41	43 10	128 60
Lapeer.....	2,153 00	1,503 00	300 00	350 00	.....
Leelanaw.....	255 48	208 23	47 20	.....	.....

^a See note "a" Table VII.

^b Amount paid sheriff on contract and covers all expenses.

^c Estimated.

^d Sheriff cannot report.

^e Arresting and conveying insane pauper to asylum.

TABLE VIII.—CONTINUED.

Counties.	Totals.	Total cost of maintaining the jails.	Traveling and other expenses incurred in arresting and taking prison- ers to the jails.	Expended in taking prison- ers to penal and reformato- ry institutions.	Expendi- tures not elsewhere shown.
Lenawee.....	\$1,733 89	\$1,724 89		\$9 00	
Livingston.....	784 00	524 00	\$100 00	85 00	\$75 00
Mackinac.....	842 11	842 11			
Macomb.....	676 66	597 66		79 00	
Manistee.....	1,290 00	1,290 00			
Marquette.....	2,997 83	2,288 95	211 17	497 21	
Mason.....	597 50	481 50	70 00	46 00	
Mecosta.....	2,176 52	1,451 52	500 00	225 00	
Menominee.....	1,668 60	932 60	400 00	836 00	
Midland.....	1,943 00	1,893 00	400 00	150 00	
Missaukee.....	122 80	122 80			
Montcalm.....	2,120 50	1,558 50	400 00	112 00	50 00
Montmorency.....	196 91	65 21	82 85	49 85	
Muskegon.....	2,067 50	1,581 45		506 05	
Newaygo.....	25 00	25 00			
Oakland.....	1,811 55	1,032 42	781 78	47 40	
Oceana.....	239 40	191 40	10 00	35 00	3 00
Ogemaw.....	512 00	318 95	65 10	99 40	28 55
Ontonagon.....	1,709 50	709 50	500 00	500 00	
Osceola.....	991 75	546 75	200 00	210 00	35 00
Otsego.....	223 06	108 56	47 50	72 00	
Ottawa.....	1,795 10	1,470 00	240 00	85 10	
Presque Isle.....	63 30	12 80	4 50	46 00	
Roscommon.....	491 00	427 00	85 00	29 00	
Saginaw.....	2,985 85	2,526 20	40 00	419 65	
Sanilac.....	308 80	168 20	105 00	35 60	
Schoolcraft.....	1,293 00	635 00	450 00	150 00	58 00
Shiawassee.....	2,152 00	1,911 00	200 00	41 00	
St. Clair.....	929 05	839 25		89 80	
Tuscola.....	1,181 28	809 23	190 00	112 60	69 45
Van Buren.....	590 79	402 79		188 00	
Washtenaw.....	1,885 00	1,060 00	25 00	50 00	250 00
Wexford.....	1,231 88	585 40	538 88	112 60	

* Sheriff cannot report.

TABLE IX.

Showing, for the State and Counties, the whole number of days prisoners were confined in the jails, the amount paid sheriffs for board and keeping of prisoners, and the cost per week for board and keeping of each prisoner; also the whole number of prisoners, the total cost of maintaining the jails, and the average cost of each prisoner confined in the jails; for the nine months ending June 30, 1887.

State and Counties.	Whole No. of days prisoners were confined in the jails.	Amount paid sheriffs for board and keeping of prisoners.	Cost per week for board and keeping of each prisoner.	Whole No. of prisoners confined in the jails.	Total cost of maintaining the jails.	Average cost of each prisoner confined in the jails.
State	a 72,316	\$56,098 06	b \$4 96	7,466	\$62,981 91	c \$8 78
Alcona	90	\$84 00	\$8 53	4	\$90 00	\$22 50
Alger	202	131 75	4 57	10	142 25	14 28
Allegan				37		
Alpena ¹						
Antrim	25	43 75	12 25	2	78 15	39 08
Arenac	7	7 00	7 00	1	7 00	7 00
Baraga	358	293 50	5 74	21	393 50	18 74
Barry	206	d 183 29		38	d 367 10	
Bay ²	3,009	1,797 00	4 18	378	2,355 77	8 48
Benzie		35 00		5	57 00	11 40
Berrien	1,924	d 521 46		71	d 562 90	
Branch ²	269	410 00	10 67	30	428 10	14 27
Calhoun	3,544	1,825 70	3 61	221	1,948 95	8 82
Cass	972	773 20	5 57	60	999 70	16 66
Charlevoix	165	130 00	5 52	4	186 00	34 00
Cheboygan	229	221 80	6 78	28	237 30	8 48
Chippewa ¹						
Clare ²	322	209 61	4 56	44	501 94	11 41
Clinton	465	775 35	11 67	30	804 35	26 81
Crawford	119	147 51	8 68	10	161 11	16 11
Delta ²	943	361 60	2 68	25	542 20	21 69
Eaton	1,780	1,074 80	4 23	80	1,729 80	19 22
Emmet	34			3	6 25	2 08
Genesee	2,076	2,115 55	7 13	553	3,651 80	6 60
Gladwin	41	67 00	11 44	6	67 00	11 17
Gogebic	200	172 00	6 02	22	296 30	13 47
Grand Traverse ²	49	69 40	9 91	2	207 00	108 50
Gratiot	263	1,370 80	36 49	91	1,529 80	16 81
Hillsdale	1,367	771 16	3 95	83	826 16	9 95
Houghton	1,048	e 4,500 00		55	e 4,500 00	

¹ No report.

² Report from January 1, 1887.

a Exclusive of counties that made no report, and of Allegan, Benzie, Kalamazoo, Midland and Wayne that did not report number of days prisoners were confined in the jails.

b Exclusive of counties that made no report; of Houghton which contracts all sheriff's business; of Barry and Berrien that report the cost of board and keeping of prisoners for only six months; of Benzie, Kalamazoo and Midland that do not report the number of days prisoners were confined in the jails; of Emmet, Newaygo, St. Clair and St. Joseph that do not report the amount paid sheriffs for board and keeping of prisoners; and of Allegan and Wayne that report neither number of days prisoners were confined nor the amount paid sheriffs.

c Exclusive of counties that made no report; of Houghton which contracts all sheriff's business, of Barry and Berrien that report expenditures for only six months; of Allegan and St. Joseph that do not report expenditures; of Wayne that reports neither the number of prisoners nor expenditures.

d For six months.

e Amount paid sheriff on contract and covers all expenses.

TABLE IX.—CONTINUED.

Counties.	Whole No. of days prisoners were confined in the jails.	Amount paid sheriffs for board and keeping of prisoners.	Cost per week for board and keeping of each prisoner.	Whole No. of prisoners confined in the jails.	Total cost of maintaining the jails.	Average cost of each prisoner confined in the jails.
Huron ¹	223	\$338 64	\$10 66	14	\$450 14	\$32 15
Ingham.....	2,477	1,600 00	4 53	252	1,775 00	7 04
Ionia.....	4,437	2,852 80	4 50	450	2,883 05	6 41
Iosco.....	857	516 90	4 22	29	682 95	23 55
Iron ²						
Isabella.....	209	207 00	6 93	18	250 00	13 89
Jackson.....	3,084	1,404 33	3 24	325	1,453 33	4 47
Kalamazoo.....		2,814 20		798	2,380 20	3 00
Kalkaska.....	44	100 00	15 91	6	111 50	18 58
Kent.....	5,027	3,756 65	5 23	748	4,719 15	6 31
Keweenaw.....	24	19 75	5 76	2	26 25	13 13
Lake.....	237	230 47	6 81	21	1,238 04	58 95
Lapeer.....	1,685	1,284 00	5 33	238	1,508 00	6 32
Leelanaw.....	153	163 85	7 50	2	208 23	104 12
Lenawee.....	2,814	1,576 40	3 92	129	1,724 89	13 37
Livingston.....	280	500 00	12 50	31	524 00	16 90
Mackinac.....	680	317 11	3 52	47	842 11	17 92
Macomb ¹	503	597 66	8 32	173	597 66	3 45
Manistee.....	3,204	1,200 00	2 62	288	1,200 00	4 43
Manitou ³						
Marquette.....	3,007	1,879 39	4 38	111	2,288 95	20 62
Mason ¹	164	400 50	17 09	17	481 50	28 32
Mecosta.....	1,047	1,009 49	6 75	69	1,451 52	21 04
Menominee.....	1,221	732 60	4 20	50	932 60	18 65
Midland.....		1,100 00		349	1,893 00	3 99
Missaukee.....	172	122 80	5 00	18	122 80	6 82
Monroe ¹						
Montcalm.....	2,116	1,470 50	4 88	95	1,558 50	16 40
Montmorency.....	53	64 36	8 50	2	65 21	32 61
Muskegon.....	2,580	1,522 30	4 13	208	1,581 45	7 60
Newaygo ¹	227			25	25 00	1 00
Oakland ¹	934	670 95	5 03	70	1,082 42	14 75
Oceana ¹	212	115 75	3 32	9	191 40	21 27
Ogemaw.....	403	302 45	5 25	29	318 95	11 00
Ontonagon.....	818	633 50	5 42	29	709 50	24 47
Osceola.....	675	480 00	4 98	23	546 75	23 77
Oscoda.....						
Otsego.....	112	103 56	6 47	9	103 56	11 51
Ottawa.....	2,165	1,408 00	4 55	170	1,470 00	8 65
Presque Isle.....	6	7 80	9 10	3	12 80	4 27
Roscommon.....	176	323 50	13 07	15	427 00	28 47
Saginaw.....	3,488	2,425 95	4 88	189	2,526 20	13 37
Sanilac.....	189	57 20	2 12	11	163 20	14 84
Schoolcraft.....	381	240 03	4 41	14	635 00	45 36
Shiawassee.....	1,272	1,720 00	9 47	50	1,911 00	38 22
St. Clair ¹	1,287			204	839 25	4 11
St. Joseph.....	668			30		
Tuscola.....	926	688 00	5 20	69	809 23	11 73
Van Buren.....	598	275 79	3 26	53	408 79	7 60
Washtenaw.....	1,445	1,000 00	4 84	141	1,060 00	7 52
Wayne ²						
Wexford.....	446	266 65	4 19	14	585 40	41 81

¹ Report from January 1, 1887.² No report.³ Only a partial report. See Schedule A.

TABLE X.

Showing, for the State and Counties, the number of prisoners confined in the jails under city and village ordinances, and the amount received by the sheriffs for boarding and keeping such prisoners, as reported for the nine months ending June 30, 1887.

State and Counties.	Number of prisoners.	Amount received by sheriffs for boarding prisoners.
State.....	1,458	\$3,725 21
Allegan.....	27	.....
Baraga.....	5	a
Barry.....	55	\$79 50
Bay.....	16	73 75
Branch.....	194	358 91
Cass.....	b	c
Charlevoix.....	1	15 00
Cheboygan.....	d 5	30 70
Clare.....	19	115 00
Crawford.....	11	22 00
Eaton.....	3	40 90
Emmet.....	18	81 00
Genesee.....	84	121 00
Gladwin.....	3	27 00
Gogebic.....	9	33 00
Grand Traverse.....	9	47 30
Hillsdale.....	25	a
Houghton.....	23	.....
Huron.....	3	3 75
Ionia.....	1	10 70
Iosco.....	11	11 95
Isabella.....	70	160 00
Kent.....	532	1,694 30
Livingston.....	12	25 00
Mackinac.....	12	165 50
Marquette.....	3	12 50
Menominee.....	30	45 00
Newaygo.....	6	e
Oceana.....	3	7 00
Ogemaw.....	f 22	14 30
Ontonagon.....	10	22 75
Otsego.....	2	5 10
Ottawa.....	25	55 00
Presque Isle.....	1	a
Saginaw.....	167	357 30
Schoolcraft.....	27	99 00
St. Joseph.....	5	a
Washtenaw.....	4	6 00
Wexford.....	10	35 00

a Nothing.
b Included in whole number of prisoners received in jail, Table I.
c Included in expenditures, Tables VII. and VIII.
d From October 1 to December 31, 1886.
e "Fifty cents per day and 37½ cents turnkey fees."
f Vagrants.

SCHEDULE A.

Statements of the Condition of the Jails in the several Counties, with miscellaneous remarks relating to them and their inmates, as made by the Sheriffs.

Alcona.—Jail is 33x36 feet, is built of brick, heated by stove, and ventilated by windows. No sewerage. There are four cells: one is 12x9, one 12x7, one 13x10 and one 16x12 feet. Three cells are made of hemlock plank and one of boiler iron. There are no provisions for female and boy prisoners, and none for insane and idiotic persons.

Alger.—Have no jail nor lock-up in this county. Prisoners are confined in the Marquette county jail.

Allegan.—Jail is 26½x36½ feet, inside walls, and 20 feet high. It is built of brick and heated by a wood stove. It is ventilated by three windows 2½x6 feet, at top of walls. Sewerage in good condition. There are four cells, 8x12 feet, made of 3-inch oak plank with iron bars ½x1½ inches—the top covered with boards. Have special provisions for female and boy prisoners, but none for insane and idiotic persons.

Antrim.—Jail is 30x40 feet, built of 2x8 or 10-inch joists spiked thickly together, and is heated by two box stoves (a poor arrangement). Ventilation is by raising windows at the roof of the jail. No sewerage. There are eight cells, 5x7 feet inside, made of solid plate iron, with grated doors. Have no special provision for female and boy prisoners and none for insane persons. There is no sewer and no water closet attached to the jail. There are many inconveniences, but it will do if we do not have any more prisoners during the next nine months than in the nine past. It is an open building, very cold in winter and should be repaired.

Arenac.—Have no jail. Use Bay county jail.

Baraga.—Jail is 20x22 feet, built of brick and heated by a wood stove. It is ventilated by windows, and ventilators in ceiling. Sewerage consists of two 4-inch pipes to the creek. There are two cells, 6x8 feet, made of steel. For female and boy prisoners there is one room in the sheriff's dwelling. No provision for insane and idiotic persons.

Barry.—Jail is 30x68 feet, built of brick, stone, iron and wood, heated by furnace and ventilated by windows. Sewerage is in poor condition. There are eight cells: one is 7x8, one 6x7, one 5x9, one 8x12, two 9x9½ and two 6x9 feet. They are made of plank and have iron doors. For female and boy prisoners there is one cell which can be used in warm weather. No provision made for insane and idiotic persons.

Bay.—Jail is 40x50 feet, built of brick and iron, heated by steam, and ventilated by cold-air pipes and by lowering windows. Sewerage is in good condition. There are twenty-four cells, 5x8 feet, made of iron. There are separate apartments for female and boy prisoners, but none for insane and idiotic persons.

Benzie.—We have two jails, one at Frankfort and one at Benzonia. They are 16x18 feet, built of wood, and heated by stoves. The sewerage is in good condition. There are two cells in each jail, 8x10 feet, built of wood. No

provisions for female and boy prisoners and none for insane and idiotic persons. The jail at Frankfort was repaired last fall; the one at Benzonia is not very good, but will answer for the amount of business we have.

Berrien.—Jail is 44x44 feet, built of brick, iron and stone. It is heated by wood stoves and ventilated by grates, and ventilator at top of dome. No sewerage. There are twenty-four cells, 6x7 feet, made of stone and iron. There are special apartments for female and boy prisoners in the second story. Have no special provisions for insane and idiotic persons—they are confined at the poorhouse.

Branch.—Jail is 30x32 feet, built of stone, brick and iron. It is heated by furnace in the basement and ventilated by air-flues in walls. Sewerage is fair. There are eight cells, 6x8 feet, made of boiler iron. For female and boy prisoners there are two cells in the second story. No special provision for insane and idiotic persons.

Calhoun.—The residence portion of the jail is 30x32½ feet. Jail is built of brick and iron, with stone foundation. The main jail is 32x33 feet, has two wings, 19½x21½ feet. It is heated by steam and ventilated by iron pipes from the top of the jail, also in the walls. Sewerage is in good condition. There are twelve cells. They are 8x12, 6x10 and 9x12 feet, made of iron and steel. Special provisions for female and boy prisoners, also for insane and other prisoners that are not allowed with the criminals.

Cass.—Jail is 36x48 feet, two stories high. It is built of brick, stone and iron, heated by steam and ventilated by pipes which lead from each cell to ventilator in roof. Sewerage is in fair condition. There are twelve double cells, 7½x7½ feet, for males, and two rooms for females. Cells are made of stone and iron. The upper story is for boys, or, when not otherwise used, for tramps and drunks. No special provision for insane and idiotic persons.

Charlevoix.—Jail is 15x15 feet, built of 2x8 timbers spiked together. It is heated by a stove, and ventilated by two small windows. There is no sewerage. There are two cells, 7x8 feet, made of wood. No special provisions for female and boy prisoners, nor for insane and idiotic persons.

Cheboygan.—Jail is 26x28 feet, built of brick, heated by wood stoves, and ventilated by ventilator in roof. Sewerage is in good condition. There are eight cells, 5x7 feet; two are made of wood and six of iron. For female prisoners there is a room in the upper story of sheriff's residence. No provision for boy prisoners, nor for insane and idiotic persons.

Clare.—The main part of the jail is 34x36 feet, and the wing is 22x32 feet. It is built of brick, warmed by wood furnace, and ventilated by slide windows. No sewerage—use buckets. There are ten cells: those in the wing are 6x8 feet. Cells are of boiler iron. The cells in the main building are for boys, debtors and women. No special provisions for insane and idiotic persons.

Clinton.—Jail is 40x45 feet, and is built of brick and iron. It is heated by a furnace and ventilated by windows and ventilators in chimney. Sewerage is in bad condition. There are fourteen cells, 5x7 feet, made of wood and iron. For female and boy prisoners there is a small cell in the upper story of sheriff's residence. No special provision for insane and idiotic persons.

Crawford.—Jail is 12x15 feet, built of iron, heated by wood stoves, and ventilated by windows. Sewerage in bad condition. There are three cells,

4x8 feet, made of iron. No special provision for female and boy prisoners, nor for insane and idiotic persons.

Delta.—Jail is a new building, but too small. It is built of brick, heated by stoves, is badly ventilated and has no sewerage. There are two cells, 8x7 feet, made of iron and steel, and a cage in second story, 8x9 feet, for female and boy prisoners. No ventilation except by windows. There are no special provisions for insane and idiotic persons.

Eaton.—Jail is 25x27 feet inside. It is built of stone, brick, wood, iron, and steel. It is heated by steam and ventilated by windows. Sewerage is in good condition. There are six cells made of iron and plated steel; two are 5x7 feet and four are 7x7. For boys and women there are two cells above and apart from the jail proper. No provision for insane and idiotic persons.

Emmet.—Jail is built of wood, heated by stoves, and ventilated by windows; more ventilation is to be provided for. No sewerage needed. There are two cells made of wood. We contemplate putting in iron cages this fall. There are special provisions for female and boy prisoners in the upper story in immediate vicinity of jailer's family. The older prisoners are kept in the lower story. Have no special provisions for insane and idiotic persons—rarely needed.

A new jail was built this summer and is not yet finished. It is not large.

Genesee.—Jail is 30x32 feet, built of brick and iron, heated by stoves and ventilated by windows. Sewerage is in good condition. There are sixteen cells, 5x7 feet, made of iron. For female and boy prisoners there are two rooms separate from the jail proper. No provision for insane and idiotic persons.

Gladwin.—The jail is in the basement of the court-house. It is built of iron, heated by a stove and ventilated by opening windows. No sewerage. There are three cells, 6x8 feet, made of iron. No special provisions for female and boy prisoners, and none for insane and idiotic persons. The jail is partly underground and is not very safe.

Gogebic.—Jail is 12x16 feet, with 8-ft. walls. It is built of 2x4-inch timber, laid flat and spiked together. It is heated by a box stove, using wood for fuel. No ventilation. Sewerage is in bad condition. There are two cells, 5½x6½ feet, made of 2x4-inch timber. Have no special provision for female and boy prisoners, and none for insane and idiotic persons.

Grand Traverse.—Jail is 24x24 feet, built of stone, iron and brick, and heated by steam. Sewerage is in good condition. There are eighteen cells, 5 feet 3 inches x 7 feet 9 inches, made of iron. There are separate apartments for the women, and special provisions for insane and idiotic persons.

Gratiot.—Jail is 31½x32½ feet, built of stone, wood, brick and iron. It is heated by furnace and stove, and ventilated by windows. Sewerage is in good condition. There are eight cells, 5x7 feet; six are of iron and two are of wood and iron. There are two cells that are entirely separate from the men's portion of the jail—these may be used for female or boy prisoners, or for insane and idiotic persons.

Hillsdale.—Jail is 30x40 feet, built of brick, iron and stone, heated by steam and ventilated by ventilating stack. Sewerage in good condition. There are fourteen cells: on the first floor they are 8x8 feet, made of stone

and iron, and on the second floor, 10x11 feet, made of iron. For female and boy prisoners there are two cells on second floor. No provision for insane and idiotic persons.

Houghton.—Jail is 28x30 feet, built of wood, heated by stoves and ventilated by windows only. Sewerage is not in good condition. There are eighteen cells: sixteen are 4x8 feet, made of wood, and two are 10x12 feet, made of steel. Have special provision for female prisoners, but none for boys, nor for insane and idiotic persons.

A new jail is about completed and will be used about August 1, built of brick and stone, with iron and steel cells and with ventilating shaft. It has special provisions for boys, females, insane persons, debtors and witnesses.

The county contracts with the sheriff for boarding and clothing prisoners, and for all expense of arresting and taking them to jail and to State institutions, and have paid \$4,500 for nine months ending June 30.

Huron.—Jail is 30x32 feet, 14 feet high, built of brick, heated by steam and has no ventilation except by windows. Sewerage is in good condition. There are thirteen cells, including one for female prisoners. Cells are 5x7 feet, made of iron. The cell for females is in the sheriff's residence. No special provision for boys nor for insane and idiotic persons. Jail is in good condition, except in the matter of ventilation.

Ingham.—Jail is 19x26 feet, two stories high, built of brick and iron, heated by stoves and ventilated by six-inch pipes running through wall connecting with large pipe through roof. Sewerage in very bad condition. There are eight single cells and one double cell below, and three single cells in upper story. Cells are 4½x7 feet. Those in the lower story are made of boiler iron and those in the upper story are of plank. For female prisoners there are three cells and large room in upper story. No provision for boy prisoners—they are kept in the apartments for women. No special provision for insane and idiotic persons.

The jail is too small for the number of prisoners sent here—can only accommodate ten males and three females at once and have had as many as twenty-eight males at one time.

Ionia.—The jail proper is 31½x34½ feet, built of brick, stone and iron, heated by steam and ventilated by windows and ventilators. Sewerage is in good condition. There are twelve cells, 5x7 feet, made of heavy boiler iron. For female and boy prisoners there is one cell not included in the above number which is separate from the rest of the jail. No special provision for insane and idiotic persons. The jail is strong, but is not so arranged that a sheriff can comply with the statute in regard to the separation of prisoners of different grades of crime.

Iosco.—The main building is 20x48 feet, the wing 13x28 feet. The outside wall is stone. It is heated by stoves and ventilated by doors and windows. Sewerage is in bad condition. There are six cells: one is 10x23 feet, two are 6x10, one 10x14, one 7x10, and one 4x11 feet. Three are lined with wood, one with iron and two are plastered. No provision for female and boy prisoners and none for insane and idiotic persons. The jail remains in about the same condition as at last report, only more unhealthy, as the old floor is decaying more each year. The proposition to raise \$5,000 by loan to build a new jail was carried by vote of the people of the county at last fall election, and the board of supervisors have appropriated enough more to build a sheriff's residence in connection therewith. The contract has been let for building the same,

and the building is now progressing. The foundation walls are of stone, and the jail and residence walls are of brick. The jail is to have a concrete floor, and the cells in the lower story are to be steel clad, and the cells in the upper story are to be made of iron. The foundation walls are laid, and the brick walls commenced, and all is to be completed by Sept. 1, 1887.

Isabella.—Jail is 18x24 feet, built of pine, heated by stove and ventilated by doors and windows. No sewerage—use buckets. There are three cells, 6x8 feet, built of oak. Have no special provisions for female and boy prisoners and none for insane and idiotic persons. Our jail is a very poor one, made of pine wood principally. The floor is of pine, eight inches thick. It is not a safe place for prisoners charged with high crimes, but we are building a new jail of brick and stone and it will be furnished with steel grating and cells in modern style, and will be completed the first of October next.

Jackson.—Jail is 40x60 feet, built of brick, heated by stoves, and has no ventilation except by windows and doors. Condition of sewerage is bad enough. There are fourteen cells, 5x7 feet, made of sheet iron. Have no special provision for insane and idiotic persons.

Kalamazoo.—Jail is 36x66 feet, built of brick, stone and iron, heated by steam, and ventilated by pipes. Sewerage in first class condition. There are twenty-eight cells, 5x7 feet, made of brick and stone, and have iron doors. For female and boy prisoners there are two cells. Have no special provisions for insane and idiotic persons.

Kalkaska.—Jail is 24x32 feet, built of wood and iron. It is heated by wood stoves, and ventilated by windows only. There is no sewerage. There are five cells. There are two iron cells about 6x8 feet, a wooden cell 6x12 feet, and two wooden cells 6x8 feet. Have no special provisions for female and boy prisoners, nor for insane and idiotic persons. Our jail is unhealthy and in my judgment is unfit for the long confinement of prisoners. It has little or no ventilation, and the privy vault is in the main hall adjacent to the cells.

Kent.—Jail is 34x50 feet, built of brick, iron and stone, heated by steam and ventilated by flues running through walls opening into corridors. Sewerage is in good condition. There are forty-one cells, 5x7 feet, made of stone and iron. There are two cells for females and seven for boys apart from the main building, and there is one cell for insane and idiotic persons. This jail is used for confining United States prisoners for the Western district of Michigan.

Keweenaw.—Jail is 20x20 feet and 22 feet high. It is built of stone, warmed by wood stoves, and ventilated by windows and ventilators in chimneys. Sewerage will be in good condition when water is brought into jail. There are two cells, 7x6x7 feet, made of iron. Have special provision for boys and for female prisoners on second floor, but none for insane and idiotic persons. Everything is in good condition excepting that water should be brought into the jail—the plumbing is completed. The two cells are in the first story, and in the second story there are two rooms, 10x20 feet. All rooms have ventilators in chimneys. Sheriff's residence, attached to the jail, is constructed of wood.

Lake.—Jail is in basement of the court-house. It is 17x52 feet, built of brick and iron, heated by stove and ventilated by a flue in chimney. Sewerage consists of a tile running to a cess-pool outside of the building. There are five cells; three cells, 6x7 feet, are made of iron, and have two iron bunks in each. The cell used for females is 10x18 feet, and the room adjoining, 10x18, is for boys. No provisions for insane and idiotic persons.

Lapeer.—Jail is 28x32 feet, and 16x16 feet. It is built of brick and wood heated by stoves and ventilated by windows. Sewerage is in good condition. There are six cells, 6½x 8 feet, made of wood. For female and boy prisoners there are two cells up-stairs, but have no special provision for insane and idiotic persons.

Leelanaw.—Jail is 16x24 feet, built of square timber bolted with iron. It is heated by a stove and ventilated by grated windows. No sewerage—use buckets. There are three cells; two are 7x12 feet and one is 6x12. They are made of maple plank, iron-bolted. No provision for female and boy prisoners, and none for insane and idiotic persons.

Lenawee.—Jail is 37½x 24 feet; is built of stone, iron and brick, heated by steam and ventilated by raising and lowering windows. Sewerage is in poor condition. There are twelve cells, 5x7 feet, made of stone and iron. There is one room for females and one for boys, but none for insane and idiotic persons.

Livingston.—Jail is 40x80 feet, built of brick, plank and sheet iron, heated by wood stoves and ventilated by windows and cracks through the wall. No sewerage—use buckets. There are seven cells; two are 10x12, one 8x20 and four are 5x6 feet. They are made of plank and sheet iron. No provision for female and boy prisoners. This is the last year of the old rat trap, as we are building a jail this summer at a cost of \$10,000.

Luce.—As yet we have no jail, but have used Mackinac county jail for the purpose of detaining one male prisoner for trial at circuit court, and another is serving sentence of thirty days there. These are all of the criminal cases we have had.

Mackinac.—The jail is in the basement of the court-house. It is built of iron, stone and brick, heated by wood stove, and ventilated by window designed for that purpose. No sewerage. There are four cells, 6x8 feet, made of iron and stone. Have a place for females and also for boys. Have no special provision for insane and idiotic persons. The jail is in a very unsafe condition. Have had one escape, effected by the springing of the cage door which threw it open.

Macomb.—Jail is 30x30 feet, three stories, built of brick, iron, stone and wood. It is heated by coal stoves and ventilated by windows. Sewerage is in good condition. There are seventeen cells, 6x8 feet. Eleven are made of iron, and six, for female and boy prisoners, are built of wood. Have no special provision for insane and idiotic persons.

Manistee.—Jail is 26x42 feet, built of stone, brick and iron, heated by steam and ventilated by air shafts. Sewerage is in good condition. There are twelve cells; ten are 5x8 feet, one is 10x26, with six bunks, and one is 10x12 feet. They are made of iron. Have special provision for female and boy prisoners, but none for insane and idiotic persons.

Marquette.—Jail is 28x28 feet, two stories high, built of stone, and has iron doors. It is heated by steam and ventilated by windows and four ventilators in each story. Sewerage is in good condition. There are twelve cells; those in the lower story are 5x7 feet, made of stone, and in the upper story 6x9 feet, made of iron. Have special provisions for female and boy prisoners, and for insane and idiotic persons.

Mason.—Jail is 30x32 feet, made of brick and iron, warmed by stove and ventilated by windows. Sewerage is in good condition. There are eight

cells, 5x7 feet, made of iron. Have excellent provisions for female and boy prisoners, but none for insane and idiotic persons.

Mecosta.—Jail is 20x24 feet, built of wood and lined with iron. It is heated by wood stoves and ventilated by windows. Sewerage is in good condition. There are four cells, 4½x8 feet, with two bunks in each cell. Cells are wood, lined with iron. For female and boy prisoners there are two rooms, one for each. Have no special provision for insane and idiotic persons.

Menominee.—Jail is 12x50 feet, and the dining-room is 10x12 feet. The jail is built of stone and iron, heated by stoves and ventilated by windows. Sewerage is in good condition. There are seven double cells, 4x7 feet, made of stone and iron. Have no special provision for female and boy prisoners, and none for insane and idiotic persons.

Midland.—Jail is 42x60 feet, built of brick, heated by hot water and ventilated by windows. Sewerage is in good condition. There are fourteen cells, 8x12 feet and 5x8 feet, built of wood and iron. Have no special provision for female and boy prisoners and none for insane and idiotic persons.

Missaukee.—Jail is 18x32 feet, built of wood, heated by stoves and ventilated by doors and windows. No sewerage. There are four cells, 6x10 feet, made of wood and furnished with iron doors and grated windows. Have no special provision for female and boy prisoners and none for insane and idiotic persons.

We have a new jail and sheriff's residence nearly completed. The residence is built of wood and is large and roomy. The jail is of brick on stone foundation.

Montcalm.—Jail is 30x50 feet, built of stone and brick, and is iron-bound. It is heated by steam and ventilated by a shaft and windows. Sewerage is in good condition. There are nine cells, 5x7 feet, made of iron. Have special provision for female and boy prisoners but none for insane and idiotic persons.

Montmorency.—Jail is 18x20 feet, built of wood, heated by stove and ventilated by windows. Sewerage is in good condition. There are two cells, 6x8 feet, made of iron. No special provisions for female and boy prisoners, and none for insane and idiotic persons.

Muskegon.—Jail is 80 feet square, built of brick and stone, heated by furnace and ventilated by 6-inch pipe. No sewerage—cesspool. There are twenty cells, 7x5 feet, made of stone. Have no special provision for boys, insane or idiotic persons.

Newaygo.—Our jail has 1,450 square feet of floor,—it is built of wood, heated by stoves and ventilated by doors and windows, and ventilators in ceiling. Sewerage is in good condition. There are four iron cells and one wooden one. They have 40½ square feet of floor. For female and boy prisoners there are good, ventilated rooms up-stairs, lathed and plastered and painted inside, and furnished with good beds. For insane and idiotic persons there is a wooden cell up-stairs with water-closet.

Oakland.—Jail is 32x70 feet, two stories high, built of brick, stone and iron, heated by steam and ventilated by cold air taken from outside which passes through an indirect radiator and out of the jail by ventilating flues in smoke stack. Sewerage is not in good condition. The jail proper has twelve cells, 5½x7½ feet, made of iron. For females there is one room, 11½x12½ feet, with bath-room and water-closet 4x8 feet. The juvenile department consists of two rooms, 8ft. 5in. x 5ft. 6in. each, and one hospital room, 6½x12 feet, all of

which is separate from the jail proper. There are no special provisions made for the insane and idiotic except the department for females and juveniles.

The report of building committee on jail dated Oct. 16, 1885, report total amount expended on jail and sheriff's residence \$16,915.14.

Oceana.—Our jail is built of hemlock plank, spiked. It is heated by stoves and ventilated by two windows. Sewerage not in good condition. There are six cells, made of wood and iron. No special provision for female and boy prisoners, and none for insane and idiotic persons.

Ogemaw.—On the 28th day of April, 1887, at about 1 o'clock, our jail and court-house were burned to the ground; cause, defective chimney. The board of supervisors have made no provision as yet for a new jail. We need one very much at present. Our prisoners are confined in the Bay county jail, at Bay City. A number of prisoners are out on bail for their appearance at circuit court.

Ontonagon.—Jail 30x50 feet, one and a half stories high, is built of wood, heated by stoves and poorly ventilated by windows. Sewerage is in good condition. There are five cells; three are 10x12 and two are 8x10 feet, made of wood, with iron bars across windows and doors. Have had no female nor boy prisoners. No special provision for insane and idiotic persons.

Osceola.—Jail is 18x24 feet, built of iron and wood, heated by stoves, and ventilated by air-pipes and windows. Condition of sewerage is good. There are four cells, 4x8 feet, lined with iron. Have special provision for female and boy prisoners, but none for insane and idiotic persons.

Oscoda.—Jail is 16x20 feet, built of wood, heated by a stove, and is without ventilation or sewerage. There are two cells, 8x5x7 feet, made of iron. No special provision for female and boy prisoners, and none for insane and idiotic persons.

Otsego.—Jail is 18x30 feet, built of wood, heated by a box-stove, and ventilated by grated windows. No sewerage—only privy vault 14 feet deep. There are three cells, 6x7 feet, made of heavy boiler iron. No special provisions for female and boy prisoners, and none for insane and idiotic persons.

Ottawa.—Jail is 30x36 feet, built of brick, 2-inch plank, and boiler iron. It is heated by furnace, and ventilated by three ventilators in ceiling, one in floor and otherwise from windows. Sewerage is in good condition. There are nine cells; four are 7x8, two are 5x8, two are 8x12 and one is 8x20 feet. These are made of boiler iron sheeting and floor. The two cells, 8x12 feet, are expressly for boys and women. Have no special provisions for insane and idiotic persons—use the department designed for boys and women.

Presque Isle.—Jail 22x36 feet inside, is built of stone and iron, warmed by wood stove, and ventilated by windows. Sewerage is in good condition. There are six cells; five are 6x10 and one is 10x12 feet, made of stone and iron. Have separate rooms for boys and females, and special room for insane and idiotic persons.

Roscommon.—Jail is 30x40 feet, built of wood, heated by stoves, and ventilated by windows. Sewerage is in good condition. There are three cells, 6x6 feet, made of iron and wood. Have special provision for female and boy prisoners, but none for insane and idiotic persons.

Saginaw.—The main building is 30x50 feet, and the addition is 26x36 feet, all two stories high. It is built of brick, warmed by steam radiators, and ventilated by ventilators on roof, and flues throughout the building. Sewer-

age is in excellent condition. There are thirty-two cells; the single ones are 5x7x8 feet, and the double cells 7x7x8 feet, made of bar and boiler iron. For female and boy prisoners there are separate cells in the addition. No special provision for insane and idiotic persons.

Sanilac.—Jail is about 36x40 feet, built of brick, heated by stoves, and ventilated by ventilator in roof. Sewerage is in bad condition. There are three cells, 6x8 feet, made of steel and iron. There are separate apartments for female and boy prisoners, but none for insane and idiotic persons.

Schoolcraft.—Jail is 18x24 feet, two stories high, built of wood, heated by stove, and ventilated by windows in corridor. There are no water closets and no sewerage—use buckets; same in condition as last year. There are six cells or iron cages, 6x6 feet. For female and boy prisoners there are five rooms up-stairs, with barred windows; these are used for the insane and idiotic as well.

Shiawassee.—Jail is 30x32 feet, built of brick, stone and iron, heated by stoves and ventilated by pipes. Sewerage is in good condition. There are six cells, 6x8 feet, made of iron. For female and boy prisoners there are lathed and plastered rooms over the cells. No special provision for insane and idiotic persons.

St. Clair.—Jail is 27x30 feet, made of stone, brick, iron and steel, heated by stove and ventilated by seven windows. Sewerage is in good condition. There are six cells, 6x9 feet, made of iron. For female prisoners there is one large cell 12x12 feet, and for boys there are two small cells 6x9 feet. For insane and idiotic persons there is one cell, 8x12 feet.

St. Joseph.—Jail is 40x50 feet, built of brick, heated by wood stoves, and ventilated by windows. Sewerage is in good condition—has been greatly improved. There are fifteen cells; four are 8x10, and eleven are 4x10 feet, all lined with boiler iron. Have special provision for female and boy prisoners, but none for insane and idiotic persons. Have given the jail department a general overhauling—have put the water in, remedied the sewerage, and built large vault outside of jail—about thirty feet away.

Tuscola.—Jail is 34x34 feet, built of brick and stone, heated by stove, and ventilated by windows. Sewerage is in very bad condition. There are seven cells; six are 5x8 feet, made of iron, and one is 8x8, made of wood. This wood cell is used for females and boys. No special provision for insane and idiotic persons. The sanitary condition of the jail is very bad, as the pipe from the vault runs through the cooking-room, then outside and under ground about twenty-five feet, into a cess-pool, from which there is no drainage.

Van Buren.—Jail is 30x40 feet, built of wood, heated by stoves, and ventilated by windows. Sewerage is in good condition. There are 11 cells; nine are 7x10x8 feet, and two are 7x9 feet. They are all made of wood except one, which is iron-lined. There are three cells for female and boy prisoners, but none for insane and idiotic persons.

Washtenaw.—Jail is 20x30 feet, built of brick, heated by steam, and ventilated by open windows and large pipes. Sewerage is in very good condition. There are eighteen cells, 4x7 feet, made of steel and hardened iron. The upper story is reserved for women and boys. For the insane and idiotic there are two cells separate from others.

Wayne.—Jail is 43x92 feet, length of wards 81x103 feet, on two floors, and two wards on each. It is built of stone, heated by steam, and ventilated by ventilator in each cell. Sewerage is in good condition. There are seventy-eight cells, 5x7 feet, built of brick. There is one ward each for female and boy prisoners. No special provision for insane and idiotic persons.

Wexford.—Jail is 30x30 feet, built of stone, brick, iron and steel, heated by furnace and ventilated by register in large chimney and by windows. Sewerage consists of good cess-pool 30 feet deep, 40 feet from the building. There are six cells, 5x7 feet; two of these are steel cages, and four are made of brick, steel and iron. For females and boys there are two cells up-stairs in sheriff's residence. No special provision for insane and idiotic persons. Our jail was built by Jonathan W. Cobb, at a cost of \$5,000. The county pays \$750 per year for the use of it.

SCHEDULE B.

Names of Sheriffs as signed officially to their reports.

Counties.	Names of Sheriffs.	County seats.
Alcona.....	Charles Sterritt.....	Harrisville.
Alger.....	John McKernan.....	Au Train.
Allegan.....	Wm. T. Finch.....	Allegan.
Antrim.....	L. C. Handy.....	Bellaire.
Arenac.....	Newton B. Weaver.....	Omer.
Baraga.....	A. G. Shields.....	L'Anse.
Barry.....	Baker Shriner.....	Hastings.
Bay.....	Benson Conklin.....	Bay City.
Benzie.....	Albert B. Case.....	Benzonia.
Berrien.....	Benton R. Sterns.....	Berrien Springs.
Branch.....	Alanson T. Kinney.....	Coldwater.
Calhoun.....	John C. Barber.....	Marshall.
Cass.....	Jacob McIntosh.....	Cassopolis.
Charlevoix.....	Willis B. Hurd, under sheriff.....	Boyne City.
Cheboygan.....	George Paquette.....	Cheboygan.
Clare.....	T. H. Lavery.....	Harrison.
Clinton.....	Robt. M. Swigart.....	St. Johns.
Crawford.....	Wm. McCullough.....	Grayling.
Delta.....	C. J. Provo.....	Escanaba.
Eaton.....	Judiah P. Perkins.....	Charlotte.
Emmet.....	Flavel J. Smith.....	Harbor Springs.
Genesee.....	Arthur C. McCall.....	Flint.
Gladwin.....	John McCormick.....	Gladwin.
Gogebic.....	David F. Foley.....	Bessemer.
Grand Traverse.....	B. J. Morgan.....	Traverse City.
Gratiot.....	Perry D. Pettit.....	Ithaca.
Hillsdale.....	Myron G. Wood.....	Hillsdale.
Houghton.....	Wm. J. Ryan.....	Houghton.
Huron.....	Martin Conaton.....	Bad Axe.
Ingham.....	Harry O. Call.....	Mason.
Ionia.....	Hiram N. Lee.....	Ionia.
Iosco.....	John W. Lanktree.....	Tawas City.
Isabella.....	J. E. Fessenden.....	Mt. Pleasant.
Jackson.....	Francis G. Fifield.....	Jackson.
Kalamazoo.....	William F. Montague.....	Kalamazoo.
Kalkaska.....	Myron A. Morrell.....	Kalkaska.
Kent.....	Loomis K. Bishop.....	Grand Rapids.
Keweenaw.....	Christopher Carey.....	Eagle River.
Lake.....	Amos Rosenberg.....	Baldwin.
Lapeer.....	G. W. Carpenter.....	Lapeer.

SCHEDULE B.—CONTINUED.

Counties.	Names of Sheriffs.	County seats.
Leelanaw.....	Henry J. Dunkelan.....	Leland.
Lenawee.....	Ancil K. Whitmore.....	Adrian.
Livingston.....	Lyman V. D. Cook.....	Howell.
Luce.....	A. G. Loucks.....	Newberry.
Mackinac.....	L. J. Monteith.....	St. Ignace.
Macomb.....	Samuel L. DeKay.....	Mt. Clemens.
Manistee.....	Max Baumann.....	Manistee.
Marquette.....	Wm. J. Adams.....	Marquette.
Mason.....	Jerry E. Dorr.....	Ludington.
Mecosta.....	Edward H. Merritt.....	Big Rapids.
Menominee.....	John Stiles.....	Menominee.
Midland.....	M. W. Ryan.....	Midland.
Missaukee.....	Gillis McBain.....	Lake City.
Montcalm.....	J. G. Summers.....	Stanton.
Montmorency.....	John Murphy.....	Hillman.
Muskegon.....	Nels. P. Nelson.....	Muskegon.
Newaygo.....	A. G. Runnells.....	Newaygo.
Oakland.....	S. S. Mathews.....	Pontiac.
Oceana.....	Joseph Tyler.....	Hart.
Ogemaw.....	Clarence J. Phelps.....	West Branch.
Ontonagon.....	Charles H. O'Rourke.....	Ontonagon.
Osceola.....	A. M. Shank, under sheriff.....	Hersey.
Oscoda.....	Henry E. Rockafellow.....	Mio.
Otsego.....	Chester C. Mitchell.....	Gaylord.
Ottawa.....	Arie Woltman.....	Grand Haven.
Presque Isle.....	Rudolph Dueltzen.....	Rogers City.
Roscommon.....	Thomas Mackin.....	Roscommon.
Saginaw.....	Angus McIntyre.....	Saginaw.
Sanilac.....	William E. Stevenson.....	Sandusky.
Schoolcraft.....	Henry McCanna.....	Manistique.
Shiawassee.....	Wm. H. Cole.....	Corunna.
St. Clair.....	Jacob Bernatz.....	Port Huron.
St. Joseph.....	John Dunham.....	Centreville.
Tuscola.....	Daniel T. Randall.....	Caro.
Van Buren.....	John G. Todd.....	Paw Paw.
Washtenaw.....	William Walsh.....	Ann Arbor.
Wayne.....	Louis B. Littlefield.....	Detroit.
Wexford.....	Charles H. Dunham.....	Cadillac.

